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CITY OF MISSISSAUGA
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OPERATION & WORKS COMMITTEE MG.0

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THE CORPORATION OF THE CITY OF MISSISSAUGA

A G E N D A

OPERATIONS AND WORKS COMMITTEE

WEDNESDAY, JUNE 7, 1989, 9:00 A.M.

COMMITTEE ROOM A - CIVIC CENTRE

Members: Councillor H. Kennedy (Chair)
Councillor M. Prentice
Councillor F. Dale
Councillor F. McKechnie
Councillor D. Culham
Councillor N. Iannicca

Prepared by: Linda Maller, Clerk's Department (896-5425)
Date: June 1, 1989

Committee Members are requested to contact the appropriate Department Heads prior to the meeting if greater explanation or detail is required with regard to any item on this agenda.

INDEX - OPERATIONS AND WORKS COMMITTEE - JUNE 7, 1989

DEPUTATIONS/PRESENTATIONS - NIL

A. Representatives of the Taxicab Industry

L.08.04.05

SEE ITEM 1

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1.	L.08.04.05	SPecial Accessible Taxicab Licences
2.	F.06.02.01	Burnhamthorpe Road at Promontory Drive/Crescent - Traffic Signals
3.	D.01.02	Development/Transportation Staging Studies
4.	F.06.04.02	Parking Concerns - Port Credit
5.	F.06.04.02	Streetsville Traffic Review
6.	F.06.04.02	Parking Prohibitions - Major Roadways
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13.	T-80034	Permission to Enter and Construct - Dundas Street East/Mattawa Avenue
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15.	M-777	Testimony Investments - Release and Abandonment of Easement

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| 16. | T-85018 | Magnolia Estates Residential Subdivision - Conveyance of One Foot Reserve |
| 17. | A.03.04.11.02 | Traffic Safety Council Report 3-89 - May 24, 1989 |
| 18. | F.08.07.02 | Staff Representatives - Selection of Consultants Committee - Refuse Drive Fuel Proposal by St. Lawrence Cement Company |
| 19. | F.08.05 | Mississauga Clean City Campaign - Request for Moratorium on Burning Garbage in the City |
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CITY OF MISSISSAUGA

A G E N D A

OPERATIONS AND WORKS COMMITTEE

JUNE 7, 1989

DEPUTATIONS/PRESENTATIONS - NIL

- A. Representatives of the Taxicab Industry
L.08.04.05
SEE ITEM 1

MATTERS FOR CONSIDERATION:

1. Report dated April 25, 1989, from William P. Taylor, Commissioner of Public Works, regarding the issue of six Special Accessible Taxicab Licences.

This report was prepared as a result of the Public Vehicle Authority meeting of September 13, 1988, recommending to Council that By-Law 697-84 be amended to provide for the issuance of six (6) Special Accessible Taxicab Licences.

Invitation for proposals was placed in the Mississauga News and copies of same were delivered and posted at all Taxicab Brokerage offices and Airport Public Transportation Vehicle offices on March 15, 1989.

Two sealed proposals were received before closing on March 31, 1989 at 4:00 P.M. E.D.S.T., one from 684804 Ontario Limited (Maroun Hanna) and the other from Silman (Sol) Salameh.

Although the proposals received from 684804 Ontario Limited, and Silman (Sol) Salameh, each have many good qualities, the proposal received from 684804 Ontario Limited (Maroun Hanna), is a significantly better proposal than the proposal received from Sol Salameh, because of the following:

- (a) 684804 Ontario Limited (Maroun Hanna) has a strong organizational base from which to commence this venture as he already operates a sound proven taxicab dispatch system (City Taxi) with 18 incoming telephone lines and currently adding 12 more compared to Sol Salameh who does not operate any kind of transportation company at this time.

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- 267
5. Proposals should show an overall plan for implementing and carrying out Special Accessible Taxicab Service with Priority to the disabled.

684804 Ontario Ltd. (Maroun Hanna)

- City Taxi already has an established licensed taxicab dispatch service and brokerage office.
- 18 incoming telephone lines and will be adding 12 more lines in May
- Proposed availability coverage very good
- estimated response time not covered
- no mention of restriction to 1,000 non-disabled trips per year
- already training drivers

Sliman (Sol) Salamah

- Will equip all vehicles with two-way radios
- Agreement to use Peel Taxi brokerage (licensed)
- Agreement to add one telephone line for handicapped use.
- proposed availability coverage very good.
- estimated response time not covered.
- Plans to rent an office at Peel Taxi Brokerage location.
- agrees to adhere to restricted 1,000 non-disabled trips per year
- states drivers will be paid \$9.25 per hour plus 14% benefits.
- agrees to service calls for service to disabled forwarded from other licensed brokerages.
- will advertise this new accessible taxicab service.

6. Proposal should show how service is to be provided if integrated with existing taxicab service or brokerage:

684804 Ontario Ltd. (Maroun Hanna)

- will require all drivers to take training program.
- to provide a back up drivers for Special Accessible Taxicabs.
- already has 87 taxicabs working out of brokerage.
- does not explain how vehicles will used to cover city.
- proposes to provide 731 hours of coverage weekly by accessible vehicles.

Sliman (Sol) Salamah

- agreement with Peel Taxi to provide service when shortage of accessible taxis occurs.
- Peel Taxi brokerage operates with a total of approximately 117 taxicabs.
- No reference to training other drivers.
- does not refer to how vehicles will be used to cover city.
- sets out schedule to provide 566 hours of coverage weekly by accessible vehicles.

.../5

7. Applicants plans to service agencies such as Transhelp, hospitals, school boards etc. how will service be provided to other general demands for accessible vehicles:

684804 Ontario Ltd. (Maroun Hanna)

- committed to program by agreeing to a Transhelp contract
- letter from Director of Mississauga General Hospital on proposed service
- letter from Tyndall Nursing Home Limited (E.G. Caddies) on providing alternate service.

Sliman (Sol) Salameh

- firmly believes he can reduce waiting for service time for disabled persons.
- will advertise in local newspapers and solicit contracts with various institutions and agencies.
- letter from President Blue and White Co-op (Sean Harte) supporting successful bidder.

8. Other general aspects included in proposals:

684804 Ontario Ltd. (Maroun Hanna)

- Copy of sales agreement dated March 17, 1989 to supply and deliver two accessible taxicabs.
- 10-4 Taxi operating public garage facilities to service vehicles
- company already committed to disabled program with Peel Region Transhelp.
- staff has many years experience in transportation field.
- company has facilities and manpower to double operations.
- Garage has 6 hoist and 17 bays to maintain fleet of vehicles.
- Some fear expressed that they will not be accepted by general public.
- copy of advertising brochures for accessible wheelchair vehicles.
- wishes to have all six (6) special accessible licences issued to 684804 Ontario Ltd.
- will proceed with purchasing and supplying accessible taxicabs to add to fleet irregardless wheather they succeed with this proposal or not.
- feel they will derive majority of income for their vehicles from presently untapped sources within the community through a high profile public relations campaign.

Sliman (Sol) Salameh

- conditional sales agreement dated March 27, 1989 to purchase 6 accessible vehicles upon receipt of approval of licences.
- will provide uniforms for drivers.
- will pay drivers hourly wage and benefits
- shows projected marginal profit for first year.
- willing to commence service as soon as possible.
- offering design changes for ramp to avoid injury to driver.
- would form a company to provide overall taxi service.
- provided a breakdown of proposed revenue and expenses.
- would need authority to operate all six licences.

1 (2)

Since the above two proposals were received, the Licence Manager has received the following additional information which he believes has significant bearing on these proposals:

- (a) Intercab and Peel Taxi Brokerages have been purchased by Maroun Hanna and will be amalgamating with City Taxi on April 26, 1989.
- (b) Maroun Hanna, under the name of City Taxi, has signed an agreement with Peel Regional Transhelp to assist them in providing service to the disabled community.

CONCLUSION:

Although the proposals received from 684804 Ontario Limited and Sliman (Sol) Salameh each have many good qualities, it appears to staff that the proposal received from 684804 Ontario Limited (Maroun Hanna) is a significantly better proposal than the other proposal received from Sol Salameh because of the following major reasons:

- (a) 684804 Ontario Limited (Maroun Hanna) has a strong organizational base from which to commence this venture as he already operates a sound proven taxicab dispatch system (City Taxi) with 18 incoming telephone lines and currently adding 12 more compared to Sol Salameh who does not operate any kind of transportation company at this time.
- (b) 684804 Ontario Limited (Maroun Hanna) is presently training all taxicab drivers through Peel Transhelp and furthermore has ordered two (2) accessible vehicles for delivery in May 1989. Mr. Salameh only has an order pending approval of his proposal.
- (c) Maroun Hanna operates a public garage (10-4 Taxi), besides his brokerage, which has 6 hoists and 17 bays which would facilitate prompt service on the Special Accessible taxis.
- (d) Although Sliman (Sol) Salameh has been licensed in the taxicab industry since 1974 he has not been actively involved for the past few years other than leasing out his plates while Mr. Hanna has been personally involved on a day to day basis in the taxicab industry since 1973.
- (e) Mr. Sol Salameh was informed of the impending sale of Intercab Incorporated (Peel Taxi) on April 24, 1989 with whom he had a tentative working agreement. Mr. Salameh informed the Licensing Manager, Ron Nisbet, that he would endeavor to make a working agreement with another brokerage - Blue & White Taxi, while Mr. Hanna will have three licensed brokerages at his disposal.
- (f) Staff feel that Mr. Salameh has a lesser chance of gaining a reasonable financial return operating the six (6) Special Accessible Taxicabs compared to Mr. Hanna's chances through his already established taxicab operation.

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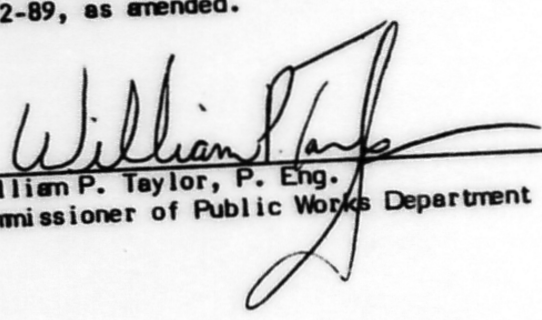
1(f)

Taking both proposals and weighing all the above positive and negative aspects of each and keeping in mind the mandate of the Public Vehicle Authority and City Council, staff are of the opinion that 684804 Ontario Limited (Maroun Hanna) would provide the best possible assurance of fulfilling the overall service to the disabled citizens of Mississauga.

RECOMMENDATION:

That 684804 Ontario Limited be approved as the successful candidate from proposals received for Special Accessible Taxicab Service in the City and be issued six (6) Special Accessible Taxicab Licenses provided the applicant signs a declaration of agreement which will include the following conditions of issuance:

- (i) agree to provide proof of order and purchase of six (6) CSA approved accessible vehicles.
- (ii) agree to implement special accessible service within 90 days of issuance.
- (iii) agrees to provide authenticated proof from the manufacturer or deliverer, if delivery of vehicle is to be delayed.
- (iv) agrees the Special Accessible Taxicabs will have two (2) wheelchair tie down locations readily available for use.
- (v) agrees to comply with all requirements of an owner of Special Accessible Taxicabs as set out in By-Law #142-89, as amended.


William P. Taylor, P. Eng.
Commissioner of Public Works Department

File: 1k 3.
057E/p36

CITY TAXI

1205 Fewster Dr., Mississauga, Ontario
L4W 1A2 Tel. (416) 848-8000

RECEIVED

REGISTRY No.

DATE MAY 29 1989

FILE No. L-08.04.05

CLERK'S DEPARTMENT

May 26, 1989

Mississauga City Hall
Clerk's Department
Attn: Mrs. Doreen Vinter

OPERATIONS/WORKS JUN 7 1989

RE: Operations & Works Committee - June 7
Re Issue of six accesible taxicab Lic. L.08.04.05

I have received your letter and enclosed a copy of councillor Culham's request.

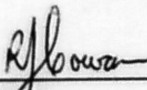
This matter has been going on for over a year with members of council pushing to get this program activated. After all the delays they finally called for a tender and received two responses.

I believe that Mr. Salameh and ourselves had ample time to prepare our proposals and both were highly detailed. Staff studied and investigated both proposals in detail and prepared a report. We were both brought before staff before they had completed their report and questioned in depth about our proposals. We then appeared before the PVA and were again questioned. At the conclusion, the PVA recommended that the staff's report be accepted and that 684804 ONTARIO LTD be granted the plates.

Now it seems we are going back to square one again. We will stand on our written proposal but let me point out that we just received delivery of our first two vehicles six weeks late on delivery date. These we are operating on our own taxi plates. Council will have to make up it's mind quickly or no one will have these operating by September when they will be needed.

Mrs. Kobra Hanna and myself will be pleased to attend the June 7 meeting and answer any questions required.

Respectfully yours,


R. Cowan
General Manager

RC/dga

re item #1

Peter Danevicius
201-28 Helene Street North
Mississauga, Ontario
L5G 3B7

June 1, 1989

Councillor David Culham, Chairman
Public Vehicle Authority
The Corporation of The City of Mississauga
300 City Centre Drive
Mississauga, Ontario
L5B 3C1

OPERATIONS/WORKS JUN 7 1989

Dear Sir:

Re: Accessible Taxicab Licenses

I wish to express my disappointment with the results of our P.V.A. meeting of May 9, 1989. During this meeting, we were forced to submit to the reporting of our city staff which unfairly recommended 684804 (Maroun Hannah) to be the recipient of the six special taxicab licenses based on purely irrelevant facts. Although I was given opportunity to discuss these matters at the aforementioned meeting, I was unable to provide properly detailed arguments. In this letter, I will attempt to touch on these matters however, I will, by invitation, appear in person before Council to discuss these matters in detail.

As a long time member of this industry, as an owner/operator/driver, dispatcher and member of management, and because I am sensitive to disabled persons, I feel my comments warrant attention and consideration. It is possible to form an improper conclusion of the true circumstances by using the staff report which was included in the agenda of May 9, 1989. Many of the facts presented are completely irrelevant while others are misleading.

The first concern which I have is that of the purpose of these vehicles. The purpose is to provide non-ambulatory persons with accessible taxicab service. No other issues are relevant. It has been agreed that this service will be provided by six accessible vehicles, licensed by special permits. This is all we need concern ourselves with while considering these matters.

Since the inception of this idea, Mr. S. Saleme has attended all meetings concerning this matter. He has been consistent with his desire to provide this service. He has submitted proposals in which he attempts to provide solutions to problems which are inherent to the taxicab industry. Mr. Saleme even acknowledged the fact that if he could not use the services of an existing taxicab brokerage, his company would be under great financial burden. Mr. Saleme's proposal was well thought out. It warrants further consideration than that which it is now given.

In the staff report, it is noted that City Taxi has a fleet of about 200 cars. In the debate of our May 9, 1989 P.V.A. meeting, it was stressed by several committee members that this large amount of cars is a big credit to Mr. Hannah's proposal. Again I will re-state; we are concerned with only six special vehicles. If Mr. Hannah owned a fleet of one thousand cars, we are still dealing with only six vehicles. The size of Mr. Hannah's fleet is completely irrelevant.

During the May P.V.A. meeting, it was pointed out several times that Mr. Hannah owned his own garage. This point has the littlest significance of all. I do not own a garage. Most of the taxicab owners in Mississauga do not own their own garages. I can get my car serviced just as quickly as one of Mr. Hannah's fleet drivers can get his/her car serviced at Mr. Hannah's garage. Why has this become an issue? Am I to understand that because I do not own my own garage, my car is being serviced in an inferior way than those cars being serviced by the owner's garage? How absurd.

The staff report further claims that "... (Maroun Hannah) has a strong organizational base from which to commence this venture...". According to my recent surveys of employees, owner/operator/drivers and some commercial accounts currently or previously associated with City/Peel/7-11, the prevalent mode of operations is that of total chaos. Furthermore, Mr. Saleme stated that he was prepared to make an arrangement with Inter-Cab to utilize their dispatch services. Due to the sale of Inter-Cab to Mr. Hannah, Mr. Saleme then arranged to utilize the dispatch services of Blue & White Taxi Co-op Ltd. Are we to assume here that Blue & White or All Star or any Airport Brokerage in this city are incapable of organizing themselves to accommodate an additional six vehicles? I wish to advise you here that any other brokerage can easily accommodate six additional vehicles, easily without any problem. Therefore, what is the point of mentioning this at all?

The final points I wish to make concerns the drivers. So much depends on the drivers yet, they seem to get very little attention in the staff report. First, let us get a clear picture about the "average" taxicab driver.

The "average" taxicab driver essentially wants to do as little as possible for as much money as possible. This is not uncommon in human nature as can clearly be illustrated by any unionized employee. Ideally the cab drivers want people to get into their cars, go to their destinations, pay the fare, give a generous tip and leave. Any additional factors are looked upon as unfavourable. Unfortunately, taxicab business involves drunks, groceries, luggage, school runs, parcels and handicapped/disabled persons. The more of these factors involved, the less the desire of the taxicab driver to service them.

This is true in all companies with all drivers. In his verbal presentation of May 9, 1989, Mr. R. Cowan, Manager of City/Peel/7-11 pointed out that he had feedback from the general public and was concerned about the acceptance of these vehicles. I submit, that the general public will accept these vehicles and that it is the drivers in the company which are leery of their acceptance.

The taxicab industry in Mississauga uses a bizarre "voluntary" method of servicing orders. This method involves the dispatcher informing the drivers, via two-way radio, of which orders he/she has available and need to be serviced. The drivers in turn, volunteer to service the order by informing the dispatcher of their geographic location. The car closest to the order is awarded with the call. The advantage to this system is that the more volunteering done, the more money is made. The negative part of this method is that if, for any given excuse, the driver does not wish to service a particular order, he does not volunteer. The customer ends up waiting until a driver eventually volunteers. This method, despite any variations, is basically the system which all brokerages servicing the city use.

Hypothetically, a non-ambulatory person in Meadowvale may request accessible taxi service. If the closest accessible vehicle available was located at Cawthra and Lakeshore, the average taxi driver would elect not to go to Meadowvale to service this request as it would involve too much fuel and time to drive to that area only to take someone to the Town Centre and receive a \$4.00 compensation. If the dispatcher attempted to send the vehicle without having the driver volunteer, the driver will simply not acknowledge the dispatcher and go home or to a taxi stand and service pick-up customers.

Mr. Salemeah has effectively eliminated this problem. In his proposal, he indicates he would pay his drivers an hourly wage. He would pay all fuel and other expenses. The driver would simply be sent by the dispatcher to any or all calls regardless of his/her relative location to the call. No further motivation is required as the driver will be paid regardless of the outcome. Again, I will re-iterate; our main concern here is servicing the disabled.

The entire subject of drivers and the servicing of calls is a very long and detailed one. Time and space do not permit me to elaborate here however, in person I can attempt to explain and answer any questions in further detail.

Mr. Hannah has indicated that he has already purchased two of these vehicles regardless of the outcome of these special licenses. I say BRAVO! I am pleased that at least one industry member has shown some motivation and concern and is willing to make his company flexible enough to service the needs of his community. However, I do not

believe that his proposal is necessarily the best route to take. By purchasing these vehicles, Mr. Hannah seems to be implying that even if Mr. Saleme receives these six special licenses, he will put these two vehicles on as regularly licensed taxicabs. In other words, Mr. Hannah has increased the City's number of accessible taxicabs from six to eight.

I have always maintained that awarding these licenses to any one recipient is a mistake. In order to satisfy the needs of the handicapped, I suggest that two of the six plates be awarded to Mr. Hannah, since he has already committed two vehicles to this cause, and award the other four to Mr. Salameh. Let each party, with their four vehicles, pursue their methods while the rest of us note the results. After all, this is a new and unknown field. Nobody knows what will happen. The disabled people will want a choice.

The experiment will work well as which ever operator will require more licenses is sure to let the City know. If one system fails, the other will be able to assume the other's business.

There are several other points which should be made concerning this matter. I feel that I cannot adequately express all of my opinions in this letter. I will remain available in the event you should require my presence to voice these arguments. I thank you for your time and consideration.

Yours Truly,



Peter Danevicius

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Corporate Report

Received by MAY 10 1989
Clerk's Dept.

Clerk's File F.06.02.01

OPERATIONS/WORKS JUN 7 1989

Originator's File
11 141 00045
11 161 00011
13 211 00024

OPERATIONS/WORKS MAY 17 1989

DATE: April 27, 1989

TO: Chairman and Members of the Operations and Works Committee.

FROM: William P. Taylor, P.Eng., Public Works Department.

SUBJECT: Request for Traffic Signals
Burnhamthorpe Road at Promontory Drive/
Promontory Crescent

ORIGIN: Request for report #73-89 and petition from Ms. Nicole DeFreitas.

BACKGROUND: A petition was received by Council on April 10, 1989, requesting that traffic signals be installed at the intersection of Burnhamthorpe Road at Promontory Drive/
Promontory Crescent.

COMMENTS: This location has been reviewed in the past and most recently early this year. The Ministry of Transportation Ontario traffic signal warrant figures for the most recent study are as follows:

DATE OF STUDY	MINIMUM VEHICLE VOLUME	DELAY TO CROSS STREET
Feb. 23, 1989	49%	58%

To meet the warrant one of the following two conditions must be met:

1. Either "Minimum Vehicle Volume" or "Delay To Cross Street" be 100% satisfied;
2. Both "Minimum Vehicle Volume" and "Delay To Cross Street" be at least 80% satisfied.

2(a)

COMMENTS:
(cont.)

Past studies resulted in the following warrant figures:

<u>DATE OF STUDY</u>	<u>MINIMUM VEHICLE VOLUME</u>	<u>DELAY TO CROSS STREET</u>
Oct. 30, 1984	48%	62%
Sept. 26, 1985	62%	79%
May 20, 1986	55%	72%
Jan. 28, 1987	43%	51%
June 18, 1987	62%	75%
Jan. 27, 1988	66%	73%

The Ministry of Transportation Ontario criteria is based on empirical studies that take into account such factors as: total volume at the intersection, crossing volume, side street volume and delay, pedestrian movements and turning movements. The minimum criteria established by the Ministry of Transportation Ontario is considered to be the point at which traffic signals should become a benefit to the various movements at the intersection.

With respect to accidents, the installation of signals do not necessarily reduce the number of accidents. It has been shown that in general the number of right-angle collisions are reduced, however, the number of rear end collisions increase. In the last three years there were only three reportable accidents of the type considered to be preventable by the installation of signals, for example: right-angle. Collisions such as rear end, side swipe, and loss of control, are not considered to be preventable by traffic signals.

CONCLUSION:

The traffic conditions at the intersection of Burnhamthorpe Road at Promontory Drive/Promontory Crescent are such that the minimum Ministry of Transportation Ontario criteria for the installation of traffic signals are not met.

The accident history indicates that the number of accidents that are considered to be preventable by the installation of traffic signals is low.

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Chairman and Members of the
Operations and Works Committee

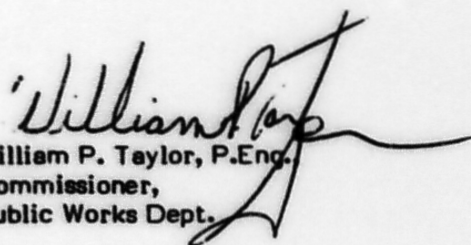
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April 27, 1989

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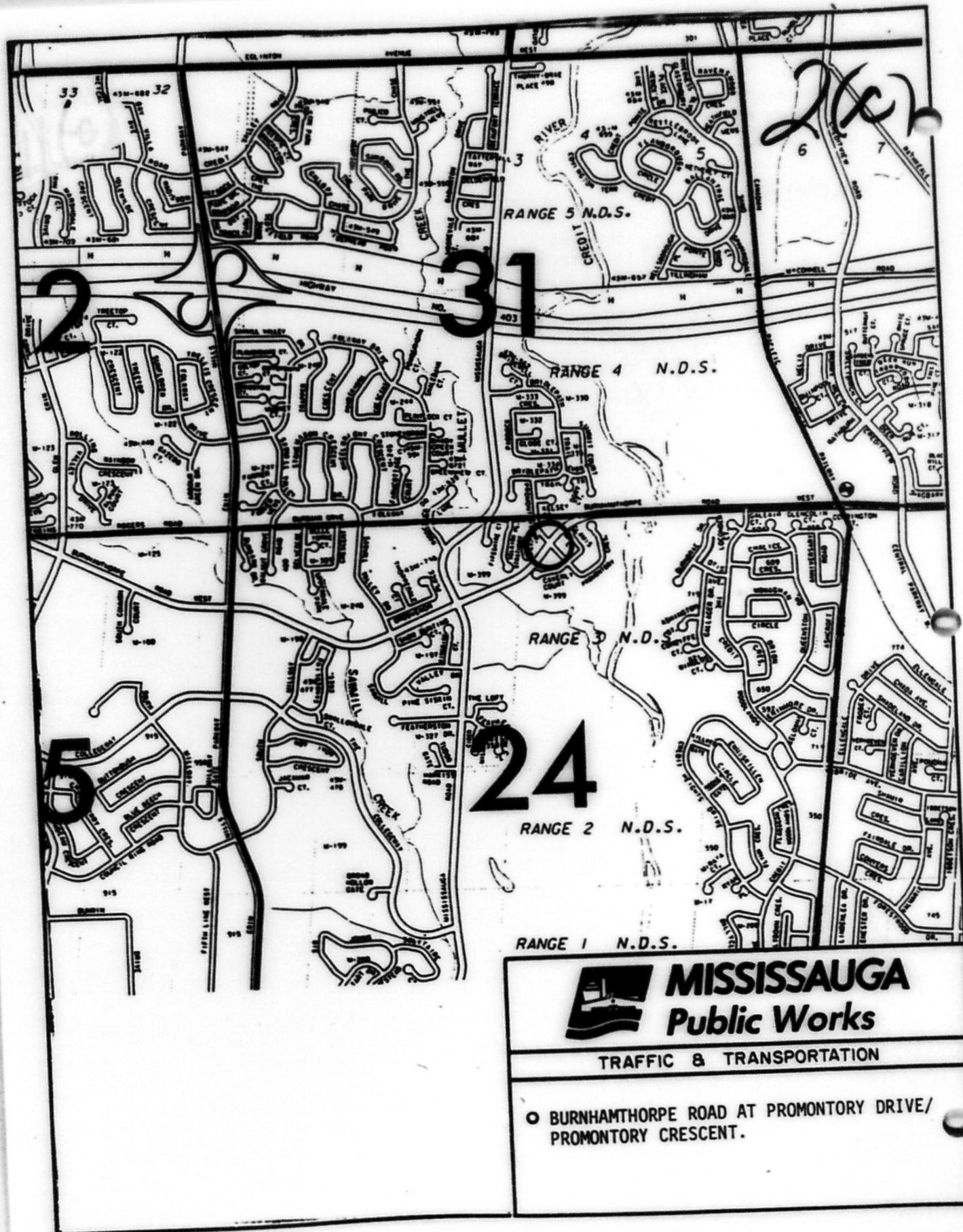
RECOMMENDATION:

That the traffic signals at the intersection of Burnhamthorpe Road at Promontory Drive/Promontory Crescent not be installed at this time as the minimum Ministry of Transportation Ontario criteria for traffic signals are not met.



William P. Taylor, P.Eng.
Commissioner,
Public Works Dept.

WD/kgm
1291E



3 **Corporate
Report**

JUN 7 1989

OPERATIONS/WORKS

Received by
Clerk's Dept.

Clerk's Files

Originator's
Files

11 141 89045

DATE: May 25, 1989
TO: Chairman and Members of the Operations and Works Committee.
FROM: William P. Taylor, P.Eng., Public Works Department
SUBJECT: Development/Transportation Staging Studies

ORIGIN: City Council meeting of April 24, 1989.

BACKGROUND: At its meeting on April 24, 1989, City Council had before it a report dated April 10, 1989, from the Commissioner of Public Works entitled, 'Transportation Planning for Development'. Council adopted, among other things, the following recommendations:

- "a) That development/transportation staging studies be initiated for the following planning district areas:
- Hurontario
 - East Credit
 - Central Erin Mills
 - Lisgar
 - Winston Churchill
 - Meadowvale Village
 - Derry
 - Airport South
 - Britannia West
 - Meadowvale North Business Park
 - Dundas-Fairview
- b) That development applications in the above-noted areas which are in conformity with the currently approved secondary plans continue to be processed.
- c) That development applications in the above-noted areas for densities higher than those permitted in the currently approved secondary plans not be approved until the staging studies are completed and endorsed by Council.
- d) That the timing of road and transit improvements necessary to accommodate currently planned development in the Mississauga City Centre be investigated."

3(a)

COMMENTS: (Continued)

1.1 Purpose and Scope of Staging Studies

Development/transportation staging studies will be undertaken in newly developing areas of the City in order to review the relative timing of development and associated transportation improvements.

In this regard, it is expected that staging plans will accomplish the following objectives.

1. Identify immediate transportation improvements, regardless of jurisdiction, that are required to accommodate existing development and approved development applications within the respective planning districts.
2. Identify staging requirements for future development areas within the respective planning districts relative to major planned transportation improvements, regardless of jurisdiction.
3. Identify additional transportation improvements, beyond those already planned, that are required to accommodate the ultimate development levels permitted within the respective planning districts.
4. Identify conditions that would warrant an update of the transportation schedule of the City's Official Plan, including the Secondary Plans.

As already mentioned the identification of transportation staging requirements will not be limited in jurisdiction, but shall include City roads and transit services, Regional Roads, Provincial highways, GO Transit and other relevant jurisdictions at the City's boundaries.

1.2 Study Approach

In light of the large number of development applications currently being processed and expected within the aforementioned planning districts, the staging studies should be completed as soon as possible.

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Chairman and Members of the
Operations and Works Committee

- 3 -

May 25, 1989

COMMENTS: (Continued)

In order to ensure proper co-ordination between the relevant City departments, the studies will be done under the direction of the Transportation Technical Committee, which includes the heads of the following City Departments:

- City Manager
- Public Works
- Planning and Buildings
- Mississauga Transit
- Finance

If the City is to be successful in achieving the proper staging of future development relative to transportation improvements, it will require the full cooperation and support of other transportation agencies.

On-going consultation will also be required with staff from the Region of Peel, the Ministry of Transportation Ontario and GO Transit, in addition to representatives from the aforementioned City departments.

It is also recognized that the City will require continued liaison with the development industry if it is to attain any measure of success in the staging of future development relative to transportation improvements.

While it is highly improbable that there would be widespread agreement among developers on the specifics of any staging plans, some consultation in the early stages of the studies with the development industry on the terms of reference for the staging studies would be desirable. Copies of this report therefore should be circulated to known developers within the respective planning districts inviting comments. Furthermore, an information meeting for each staging study will be held to obtain comments from developers once the preliminary study findings are available prior to the preparation of the final study reports.

1.3 Selection of Consultants

In order to complete the work this year it will be necessary to obtain the assistance of transportation consultants.

In light of the nature of these staging studies and their urgency direct appointment of consultants would seem to be both appropriate and expedient.

... 4

3(c)

COMMENTS: (Continued)

The following recommended assignment of staging studies to consulting firms has been based on a number of considerations including previous related work experience within the respective planning districts:

- a) McCormick Rankin
 - Derry
 - Britannia West
 - East Credit
 - Hurontario
- b) Totten Sims Hubicki Associates
 - Lisgar
 - Winston Churchill
 - Central Erin Mills
- c) CGL
 - Meadowvale North Business Park
 - Meadowvale Village
- d) M.M. Dillon
 - Airport South

Staging requirements for the Dundas-Fairview planning district will be done by the Public Works Department as part of the Cooksville Re-development Study now underway.

It is estimated that the total cost for consulting services will be in the order of \$200,000. Funds for this amount are available in the City's General Contingency Account. City Council's approval for these funds are required.

2.0 Interim Staging Guidelines

It is expected that the staging studies will be completed within six months. Until that time however, a large number of development applications are still being processed. It would therefore seem prudent for the City to consider imposing staging conditions on major applications which are in conformity with the City's Official Plan and which may be approved prior to the completion of the staging studies.

To provide a consistent basis for establishing staging conditions the following interim staging guidelines are being recommended as conditions for approval at this time, on the understanding that they will remain in effect in the aforementioned planning districts until the staging studies have been approved by City Council:

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Chairman and Members of the
Operations and Works Committee

- 5 -

May 25, 1989

COMMENTS: (Continued)

1. All applications involving a residential development component west of the Credit River shall be subject to the relevant requirements of the proposed staging studies, as finally approved by City Council.
2. All applications for high density residential development shall be subject to the relevant requirements of the proposed staging studies, as finally approved by City Council.
3. All applications involving an office commercial development component other than ancillary office uses shall be subject to the relevant requirements of the proposed staging studies, as finally approved by City Council.

Exceptions to the above interim staging guidelines will be reviewed by the Transportation Technical Committee prior to consideration by Committee and Council.

CONCLUSION:

City Council has recently approved the initiation of development/transportation staging studies in specific newly developing planning districts.

This report recommends the direct appointment of transportation consultants to provide assistance in carrying out the staging studies at a total estimated cost of \$200,000 for consulting services. City Council's approval of the direct appointments and the funding is required.

Interim staging guidelines are recommended for Council's approval in order to provide a consistent basis for identifying conditions for applications that will be considered for approval in the specified planning districts prior to Council's approval of the staging studies.

The interim staging guidelines only apply to the eleven planning districts referred to earlier and do not apply to the City Centre Area. A review of the staging requirements for the City Centre Secondary Plan is already underway and recommendations in this regard will be submitted in conjunction with final recommendations on the City Centre Secondary Plan.

3(e)

RECOMMENDATIONS: That the following engineering consulting firms be retained to carry out development/transportation staging studies for the following planning districts:

- a) McCormick Rankin
60 Briarwood Avenue
Mississauga, Ontario
 - East Credit
 - Hurontario
 - Derry
 - Britannia West
 - b) Totten Sims Hubicki Associates
1500 Hopkins Street
Whitby, Ontario
 - Lisgar
 - Winston Churchill
 - Central Erin Mills
 - c) CGL Consulting Engineering Ltd.
30 Centurion Drive
Suite 206
Markham, Ontario
 - Meadowvale North Business Park
 - Meadowvale Village
 - d) M.M. Dillon
47 Sheppard Avenue
Willowdale, Ontario
 - Airport South
2. That \$200,000 be transferred from the City's General Contingency Account to Public Works Current Budget Account No. 08630-18 to pay for the consulting services for the staging studies as per recommendation 1.
 3. That the Interim Staging Guidelines contained in the report of the Commissioner of Public Works dated May 25, 1989 be adopted by City Council to provide a basis for identifying staging conditions for development applications that will be considered for approval prior to the completion of the proposed staging studies referred to in recommendation 1.

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Chairman and Members of the
Operations and Works Committee

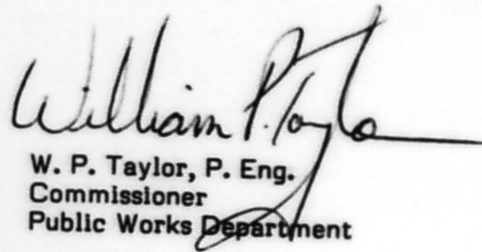
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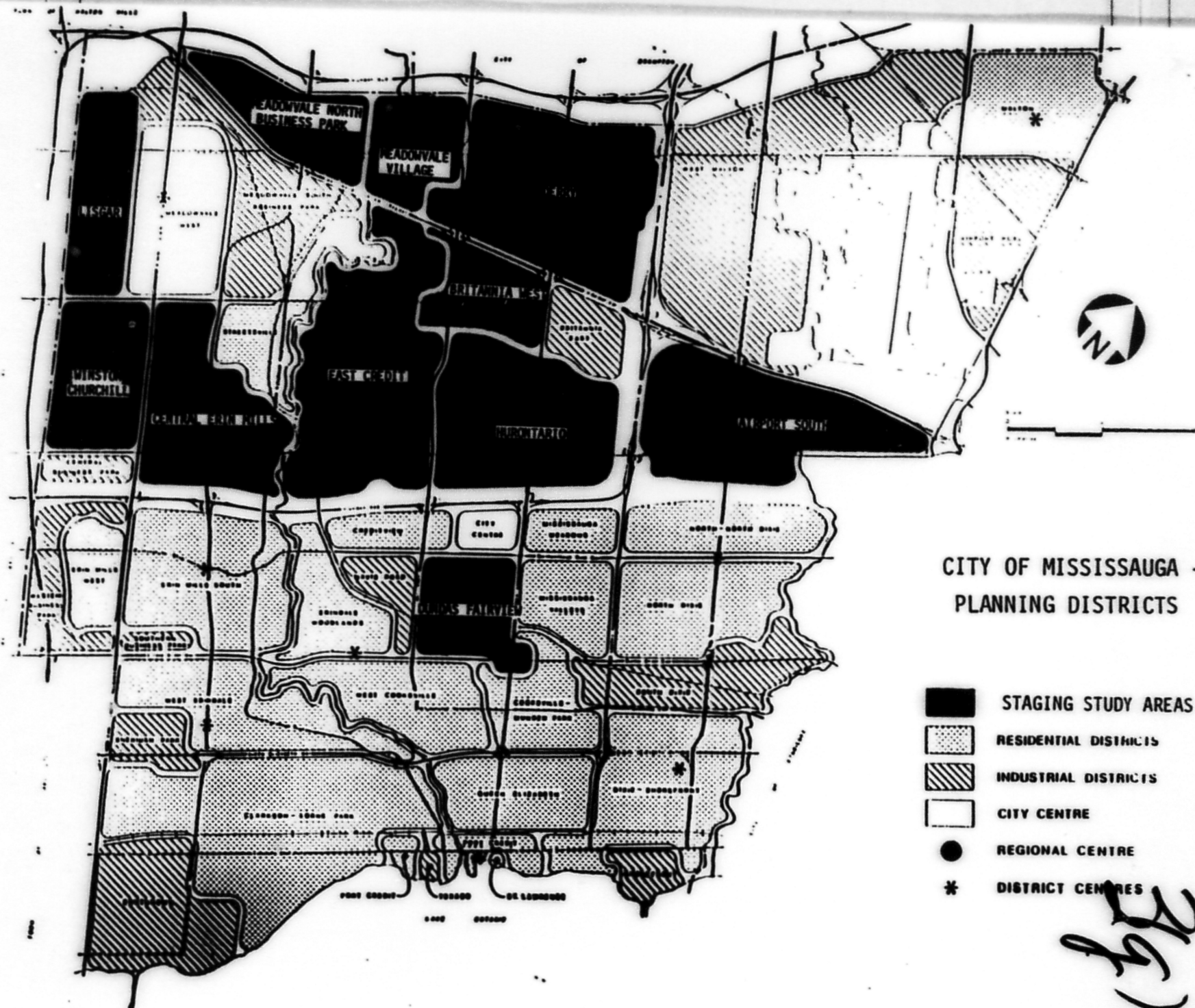
May 25, 1989

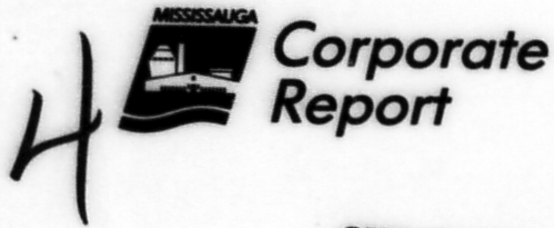
RECOMMENDATIONS: (Continued)

4. That the policy of inviting proposals for consulting services be waived for the consulting assignments.

RS/edm
0812E/274E


W. P. Taylor, P. Eng.
Commissioner
Public Works Department





Received by
Clerk's Dept. MAY 30 1989

Clerk's Files F. 06.04.02

JUN 7 1989

OPERATIONS WORKS

Originator's
Files 11 141 00045
11 161 00011
13 111 00003

DATE: May 29, 1989.
TO: Chairman and Members of the Operations and Works Committee.
FROM: William P. Taylor, P.Eng., Public Works Department.
SUBJECT: Parking Concerns in Port Credit.

ORIGIN: Ms. J. Williams, Port Credit Business Association, 319 Lakeshore Road East, Mississauga, L5G 1H3, through Mayor McCallion's Office (File 88/343), and Mr. W.G. Jeffery, Port Credit Business Association through Councillor Kennedy's office.

BACKGROUND: The Port Credit Business Association (B.I.A.), through Mayor McCallion and Councillor Kennedy, has forwarded the following requests pertaining to parking in Port Credit:

- (i) Increasing parking meter rates from 20¢ to 50¢ per hour with a 2 hour maximum;
- (ii) Adding parking meters on the east side of Elizabeth Street, immediately north of Lakeshore Road;
- (iii) Adding parking meters in the municipal parking lot on Cayuga Avenue;
- (iv) Implementing the use of ticket spitters (automatic ticket dispensers) in the municipal parking lot on Elmwood Avenue and in the High Street library lot;
- (v) Installing illuminated parking 'P' symbols along Lakeshore Road indicating the locations of the individual parking lots;
- (vi) Prohibiting parking along Lakeshore Road within the Port Credit B.I.A. boundaries between 2:00 a.m. and 6:00 a.m.
- (vii) Increasing the complement of Parking Control officers to provide for additional parking enforcement throughout the Port Credit area, particularly between 2:00 a.m. and 6:00 a.m.

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Lf(a)

COMMENTS:

The Public Works Department has completed a preliminary review of parking in the Port Credit area and will address each of the B.I.A. requests individually.

(i) Parking Meter Rate Increase:

A comparison of parking meter rates in neighbouring municipalities would indicate that a proposed increase from 20¢ to 50¢ per hour with a two hour maximum would be in line, particularly for on-street metered parking. By comparison, rates vary from a low of 25¢ for 75 minutes in Brampton to a high of 75¢ per hour in Kitchener and Guelph, with Burlington and Oakville at 50¢ per hour.

Based on an estimate received from the City's meter supplier, J.J. McKay Ltd., it would cost approximately \$35,000 to convert the entire complement of 300+ parking meter mechanisms. A complete conversion is required as mechanisms capable of accommodating both quarters and 'Loon' dollars are necessary. The conversion would be undertaken by the supplier and would take 2 or 3 days. The same conversion if undertaken by staff would require in excess of a month for completion.

Current meter rates of 20¢ per hour, 10¢ per half hour and 5¢ per quarter hour are quite low by comparison, however, as previously indicated, a proposal of 50¢ per hour would not be considered out of line with neighbouring municipalities.

It is estimated that the meter conversion costs could be recovered in about a 6 - 9 month period and it is noted that the projected increase in revenue would be utilized for parking meter/space maintenance, as well as for funding of additional meters.

The Public Works Department has a minor concern with the proposal to increase the maximum time limit from one to two hours. Prior to 1982 meter rates in Port Credit were 10¢ per hour with a two hour maximum, however, at the request of the B.I.A., rates were revised to the current levels of 20¢ per hour with a one hour maximum.

The City's meter supplier has advised that many municipalities now offer two hour maximum time limits in response to requests from customers and merchants. While the frequency of turnover is reduced the general feedback indicates that the two hour time limit provides a reasonable level of service.

Based on a July 1, 1989 operational date, an anticipated 1989 revenue increase of \$27,000 would be realized. This would amount to an approximate shortage of \$8,000 when compared to the estimated \$35,000 conversion cost. In this regard, \$8,000 would need to be allocated from the General Contingency Fund to the Parking Meter Collection account.

H (lu)

(ii)

Elizabeth Street - Meter Installation:

Space which could accommodate four parking stalls with meters is available on the east side of Elizabeth Street north of Lakeshore Road adjacent to the new specialty food store located on the north-east corner. Parking meters are present on the west side of the road opposite this location, and it would therefore be appropriate to install meters on the east side.

New meter installations cost approximately \$500.00 per meter. It is estimated that these costs could be recovered in about a twelve month period, however, a projected increase in revenues from the proposed meter rate increase could very well result in a quicker cost recovery. The presence of the new specialty store and the general lack of free parking in the immediate vicinity would suggest considerable usage of these new meters if installed. To cover the cost of the initial installation, \$2,000 would need to be allocated from the General Contingency Fund to the Parking Meter Collection account.

(iii)

Cayuga Avenue Parking Lot - Meter Installation:

Parking meters were present at this location some years ago but were removed in 1981 at the request of Councillor Kennedy since use of these meters was infrequent. A review of revenues from these meters in January 1981 indicated such revenues did not cover the costs of revenue collection.

In this regard, sporadic spot checks of the Cayuga Avenue lot during late March have indicated little usage other than a couple of derelict vehicles during regular business hours. It is apparent that this lot is primarily utilized by tenants of the adjacent apartment building during evening and overnight hours, and therefore, parking meters would not likely be utilized if installed at this location again. In this light, until further study indicates sufficient utilization to cover the costs of meter installation, maintenance and collection, the Public Works Department cannot support parking meter installation at this location.

(iv)

Ticket Spitters - Elmwood Avenue Municipal Lot, High Street/Library Lot:

The estimated cost for the supply and installation of a ticket spitter device is about \$15,000, depending on the complexity of the unit, ease of installation and the availability of a power source. A preliminary evaluation of the two subject parking areas would indicate that two units may be required at the High Street/Library lot due to the size of the parking area (134 spaces).

4(c)

Public Works staff have arranged for a future evaluation of the parking areas to determine the number of devices necessary, the anticipated cost of installation and a demonstration of the unit by the supplier. The ticket spitter or automatic dispenser allows the motorist to locate a parking space, deposit the required coins in the device and a ticket for placement on the vehicle dashboard is automatically dispensed. The ticket would indicate the time the ticket was received and the amount of money deposited.

Notwithstanding, the obvious benefits of installing such a device, i.e., parking revenues, there are a number of concerns which need to be addressed prior to implementation. These concerns relate primarily to general maintenance, lot layout, accessibility of the ticket spitters, administration and enforcement. In this regard further study is required and a subsequent report will be prepared in the near future. As part of the Public Works study, the option of contracting out services to provide an attendant to collect revenue at the lot will be considered in light of the size of the High Street/Library lot.

(v) Illuminated Parking 'P' Symbols:

The use of illuminated signage, i.e., street name signs, was discontinued in the City over the past 5-10 years due to problems pertaining to visibility, cost, maintenance and vandalism. Cost, maintenance and vandalism problems would be a major concern if these devices were utilized.

Public Works staff have reviewed the existing parking symbols in the Port Credit area and feel that they are visible and adequately serve their purpose. Illumination of these reflective signs may increase visibility during the hours of darkness, however, this limited benefit and any additional benefits derived in terms of aesthetics would not appear to offset the costs of purchasing, installing and maintaining these devices. In this regard, the Public Works Department does not support this proposal.

(vi) Parking Prohibition - 2:00 a.m. - 6:00 a.m.

This request pertains to the prohibition of parking on Lakeshore Road within the boundaries of the Port Credit B.I.A., particularly with respect to boulevards and metered lay-bys. The B.I.A. has indicated that a number of merchants have complained that area residents frequently park their vehicles overnight within the metered parking stalls on Lakeshore Road. This practice has a negative impact on some businesses as these parked vehicles occupy parking spaces which could be utilized by early-morning customers.

The practice of overnight parking, as well as being in contravention of By-law 444-79, as amended, which prohibits on-street parking longer than a maximum of 3 hours unless otherwise signed, also negatively impacts late night/early morning snow removal and roadway maintenance by the Public Works Department. In this regard, the Public Works Department supports this request.

H(d)

(vii)

Parking Enforcement in Port Credit:

Parking Control Section staff have frequently experienced difficulties with enforcement in the area. Enforcement of the metered areas often results in complaints to merchants by their customers which are forwarded to the B.I.A. and then to Parking Control staff. On the other hand, when enforcement of the meters is reduced in response to these complaints, further complaints are received due to abuse of the metered parking. In this light, Parking Control Section have concentrated their efforts on Friday evenings and on week-ends in order to deter long term parking within the metered spaces.

Enforcement of parking violations in this City is a difficult task due primarily to the growth of the City and the on-site parking deficiencies present in many of the older areas such as Port Credit. However, the staffing complement of the Parking Control Section has recently been expanded and forces are available to provide extensive enforcement, if desired.

CONCLUSION:

In response to a request from the Port Credit B.I.A., the Public Works Department has completed a preliminary review of parking in Port Credit. On the basis of this review, the implementation of parking meter rate and time limit increases, as well as the addition of meters on Elizabeth Street are supported. Additional requests pertaining to the implementation of additional meters and ticket-spitter devices in Port Credit require further review prior to any recommendations being made.

A further report will be prepared to document the terms of reference for a parking strategy study in 1989. This report will address such issues as parking needs in older areas in the City such as Clarkson, Port Credit and Streetsville, and the benefits of charging for on-street parking and parking in Municipal lots, including in the City Centre area.

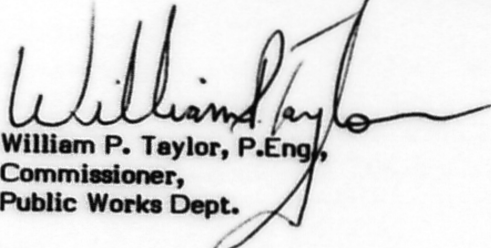
RECOMMENDATION:

- (a) That a by-law be enacted to amend By-law 444-79, as amended, to implement a parking meter rate increase from 20¢ to 50¢ per hour with a two hour maximum;
- (b) That the budgets for parking meter equipment (account #08236-22-5342) and parking meter revenue (account #08236-99-5342) be increased by \$35,000 and \$28,000 respectively to reflect the meter mechanism conversion costs and the additional 1989 revenue collections;
- (c) That \$8000 be allocated from the General Contingency to provide for the net 1989 cost of the parking meter rate increase;

May 29, 1989.

4(e)

- (d) That a by-law be enacted to amend By-law 444-79, as amended, to implement the installation of four new parking meters on the east side of Elizabeth Street, north of Lakeshore Road;
- (e) That \$2,000 be allocated from the General Contingency to account #08236-22-5342 to provide for the purpose of four new parking meters for Elizabeth Street;
- (f) That parking meters not be installed in the Cayuga Avenue parking lot until such time that studies indicate meter utilization would cover the cost of meter purchase, maintenance and collection;
- (g) That the Public Works Department further evaluate the feasibility of installing ticket spitters or contracting attendant parking services in the Elmwood Avenue and High Street/Library parking lots and report back to the Operation and Works Committee at a later date;
- (h) That illuminated green 'P' parking symbols not be implemented in Port Credit due to concerns associated with cost, maintenance and vandalism;
- (i) That a by-law be enacted to amend By-law 444-79, as amended to implement a parking prohibition between the hours of 2:00 a.m. and 6:00 a.m. on Lakeshore Road, within the limits of the Port Credit Business Improvement Association District;
- (j) That parking enforcement efforts, particularly pertaining to overnight parking on Lakeshore Road, be increased;
- (k) That the Public Works Department prepare a report for the Operations and Works Committee documenting the terms of reference for a parking strategy study in 1989.


William P. Taylor, P.Eng.,
Commissioner,
Public Works Dept.

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Corporate Report

Received by
Clerk's Dept.

Clerk's Files

JUN 7 1989

OPERATIONS/WORKS

Originator's
Files

11 141 00045
11 211 00154
13 211 00039

DATE: May 25, 1989.
TO: Chairman and Members of the Operations and Works Committee.
FROM: William P. Taylor, P.Eng., Public Works Department.
SUBJECT: Streetsville Traffic Review.

ORIGIN: Streetsville Business Improvement Association and Streetsville Residents Association.

BACKGROUND: The Public Works Department is undertaking a traffic review of the Streetsville area in response to concerns over the intersection of Main Street and Queen Street and a request by the Streetsville B.I.A. to consider the closure of Main Street to vehicular traffic between Queen Street and Church Street. This report provides an update on this review and summarizes information to be presented to the public at an open house to be held from 4:00 p.m. to 8:00 p.m. on June 29, 1989 at the Kinsmen's Senior Citizen Centre (327 Queen Street South).

In response to concerns by the Streetsville Resident Association, Council in 1988 approved the installation of a traffic signal at the intersection of Main Street and Queen Street. Further to concerns over the spacing of traffic signals along Queen Street, the impact of future traffic on this intersection, and a request by the Streetsville B.I.A. to consider the closure of Main Street between Queen Street and Church Street, it was decided that the installation of a traffic signal should be deferred at the intersection of Main Street and Queen Street pending the results of a traffic review of the Streetsville area.

COMMENTS:

The Public Works Department has undertaken numerous traffic studies of existing traffic movements with particular emphasis on east-west travel through Streetsville. At present, in the p.m. peak traffic hour approximately 40 vehicles travel easterly across Queen Street via Thomas Street/Queen Street/Main Street while approximately 20 vehicles travel westerly. Although this volume of traffic is not significant, combined with motorists travelling on Queen Street and other vehicles using Main Street the volumes are high enough to meet the Ministry of Transportation Ontario's warrant for signalization at the intersection of Main Street and Queen Street. From 1985 to 1988 eight reportable motor vehicle collisions occurred at the intersection. However, five of these occurred in 1988. Figure 1 illustrates the existing traffic volumes at the intersection of Main Street and Queen Street.

May 25, 1989.

5(a)
The intersection of Main Street and Queen Street is a desirable location for pedestrians to cross Queen Street and requests for a traffic signal have also been received in this regard.

Concerns were expressed that should a traffic signal be installed at Queen Street and Main Street that the spacing between adjacent signals along Queen Street would not be adequate. It is acknowledged that the distance from Main Street to Thomas Street of 125 metres and the distance from Main Street to Tannery Street of 140 metres is not ideal. However, this spacing is not unlike signal spacing which is present in other 'downtown urban areas'. In order to minimize the impact from the signal spacing, the signals could be operated in a "fixed-time" mode during daytime operations. This will ensure the signals display a green indication on Queen Street in a set pattern.

It was suggested that the signal at Queen Street and Tannery Street be removed to accommodate a signal at Queen Street and Main Street. Existing traffic volumes at this intersection at present meet the Ministry of Transportation Ontario's warrant for signalization. Given the proposed development along Tannery Street and existing traffic volumes it would be unacceptable to consider the removal of the traffic signal at Queen Street and Tannery Street.

Considerable development is underway or proposed for areas east and west of Streetsville in the next ten years. Figure 2 illustrates the location of the Streetsville, Central Erin Mills and East Credit Planning Districts. The following table illustrates the extent of growth anticipated in these Secondary Plan areas.

Planning District:	1988		1998	
	Population:	Employment:	Population:	Employment:
Streetsville	11,600	3,000	11,800	3,200
Central Erin Mills	6,400	1,200	34,600	11,600
East Credit	9,300	200	42,400	1,600
	27,300	4,400	88,800	16,400

A significant amount of the east-west travel related to this growth is expected to use an upgraded Eglinton Avenue and Britannia Road. It is expected that the City will have completed the widening of Eglinton Avenue to six lanes from Erin Mills Parkway to Creditview Road by 1991. The Region of Peel, in their 10 year Capital Budget, has included the widening of Britannia Road to four lanes as follows: Hurontario to Second Line West - 1989, Second Line West to west of Credit River - 1990, Ninth Line to Erin Mills - 1998. However, even with these proposed road improvements on Eglinton and Britannia it is expected that some congestion will take place during peak hours on these roadways.

5 (h)

This congestion, in conjunction with the completion of Bristol Road through to Hurontario Street, will lead to an increase in east-west travel through Streetsville.

At present the majority of travel through Streetsville occurs in a north-south orientation. As development occurs east-west travel through Streetsville will become more significant. With this increased east-west travel through Streetsville, it is expected the existing traffic operational problems at the Main Street and Queen Street intersection will continue to deteriorate.

It is expected that the provision of increased transit service will assist in reducing the impact of east-west travel through Streetsville. The transit improvements should include increased GO rail service and the development of an east-west transit route along Thomas Street and Bristol Road. Improved fare integration and service coordination between Mississauga Transit and GO Transit at the Streetsville GO station will be investigated as part of the City's recently approved Ten Year Transit Service Strategy.

OPTIONS:

In order to address the identified traffic problems associated with east-west travel, eight options have been developed. These options have been reviewed in consideration of a number of factors namely; Heritage, Aesthetics, Traffic Operations, Transit Service, Pedestrian Movements, Parking, Feasibility and Cost. These options were developed from suggestions by the Streetsville B.I.A. and consideration of the operational and future traffic problems, and are listed below:

1. Minor curb radius improvements on the south-east corner of Main Street and Queen Street, and removal of the parking on the east side of Queen between Main Street and Mill Street;
2. Signalization of Main Street and Queen Street, including minor curb radius improvements on the south-east corner and removal of parking on the east side of Queen Street between Main Street and Mill Street, and removal of parking on the west side from Pearl Street northerly 30 metres;
3. Option #2 including Pearl Street designated as a westbound one-way;
4. Option #2 including eastbound through and right turns prohibited on Pearl Street at Queen Street;
5. Reconstruction of Main Street so travelled portion of roadway is entirely north of Cenotaph and aligned with Pearl Street including the signalization of Queen Street and a realigned Main Street.

May 25, 1989.

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6. Closure of Main Street between Queen Street and Church Street with traffic routed along Church Street;
7. Restrict movements on Main Street at Queen Street to northbound right turns and westbound right turns only;
8. Realignment of Thomas Street to connect with Queen Street opposite Main Street.

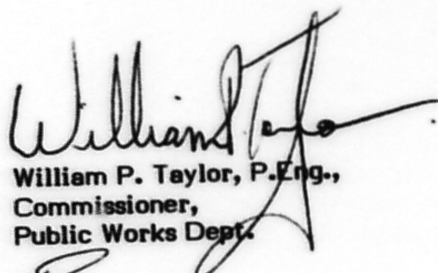
Only six of the eight options are being presented to the public for input (Options 1 to 5 and 8). The other two options (6 and 7) were rejected as they do not accommodate an east-west transit route along Thomas Street and Bristol Road and do not adequately accommodate local traffic circulation. Option 1 although not recommended technically will be presented to the public for comparison purposes only. Option 8 provides the best long-term technical solution, however, impacts significantly on Streetsville. Figures 3 through 10 illustrate the options while Table 1 presents a summary of the options and their impacts.

CONCLUSION:

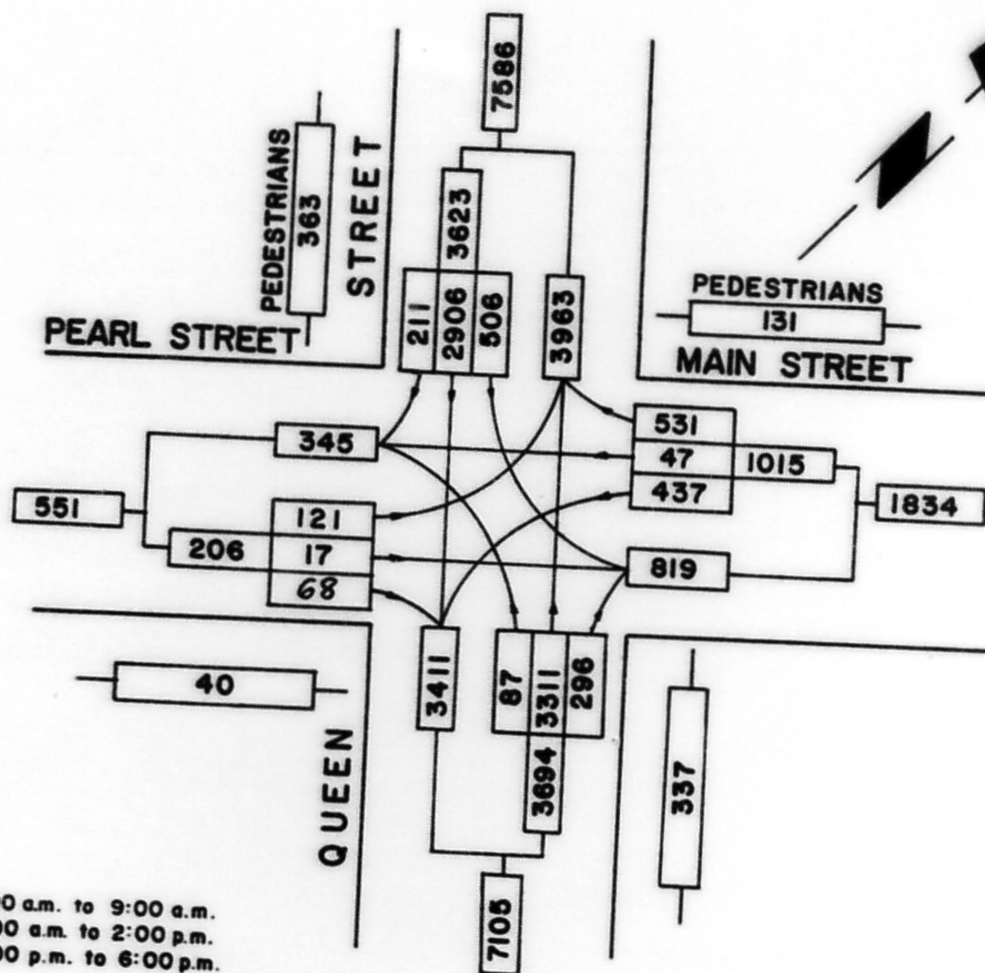
In response to traffic operational problems at the intersection of Main Street and Queen Street and concerns regarding the signalization of the intersection, a traffic review of the Streetsville area is being undertaken. As part of the review a number of options have been considered. Six of these options will be presented at an open house on June 29, 1989 from 4:00 p.m. to 8:00 p.m., at the Kinsmen's Senior Citizen Centre (327 Queen Street South), to solicit input from the public. Comments will also be solicited from the Streetsville B.I.A., the Streetsville Residents Association, the Streetsville Branch of the Royal Canadian Legion and the Streetsville Historical Society. After the open house is held and responses received, a further report will be submitted to the Operations and Works Committee with a recommendation.

RECOMMENDATION:

That the report dated May 25, 1989 from the Commissioner of Public Works, dealing with the Streetsville traffic review, be circulated to the Streetsville B.I.A., the Streetsville Residents Association, the Streetsville Branch of the Royal Canadian Legion and the Streetsville Historical Society and comments requested by July 31, 1989.


William P. Taylor, P.Eng.,
Commissioner,
Public Works Dept.

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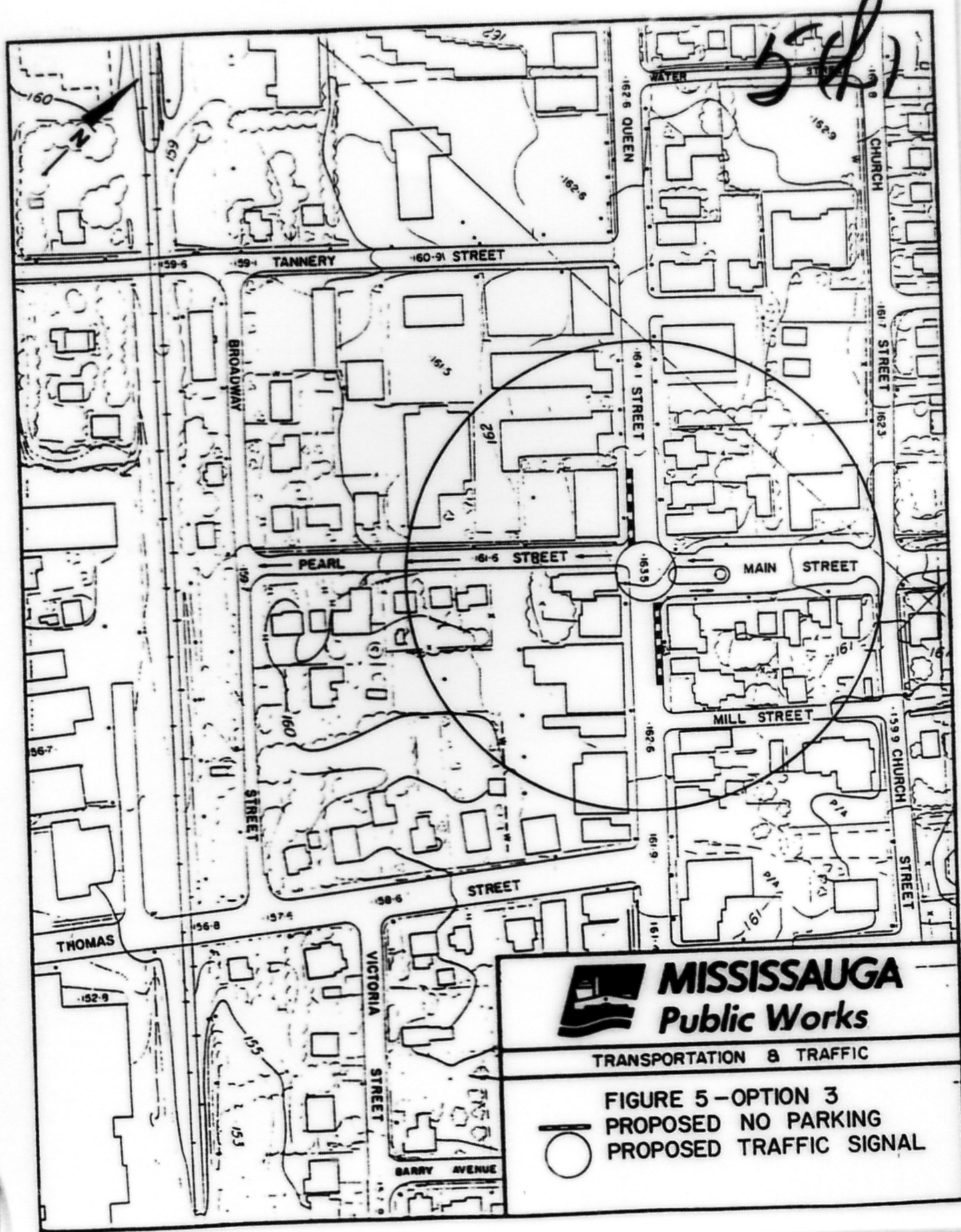


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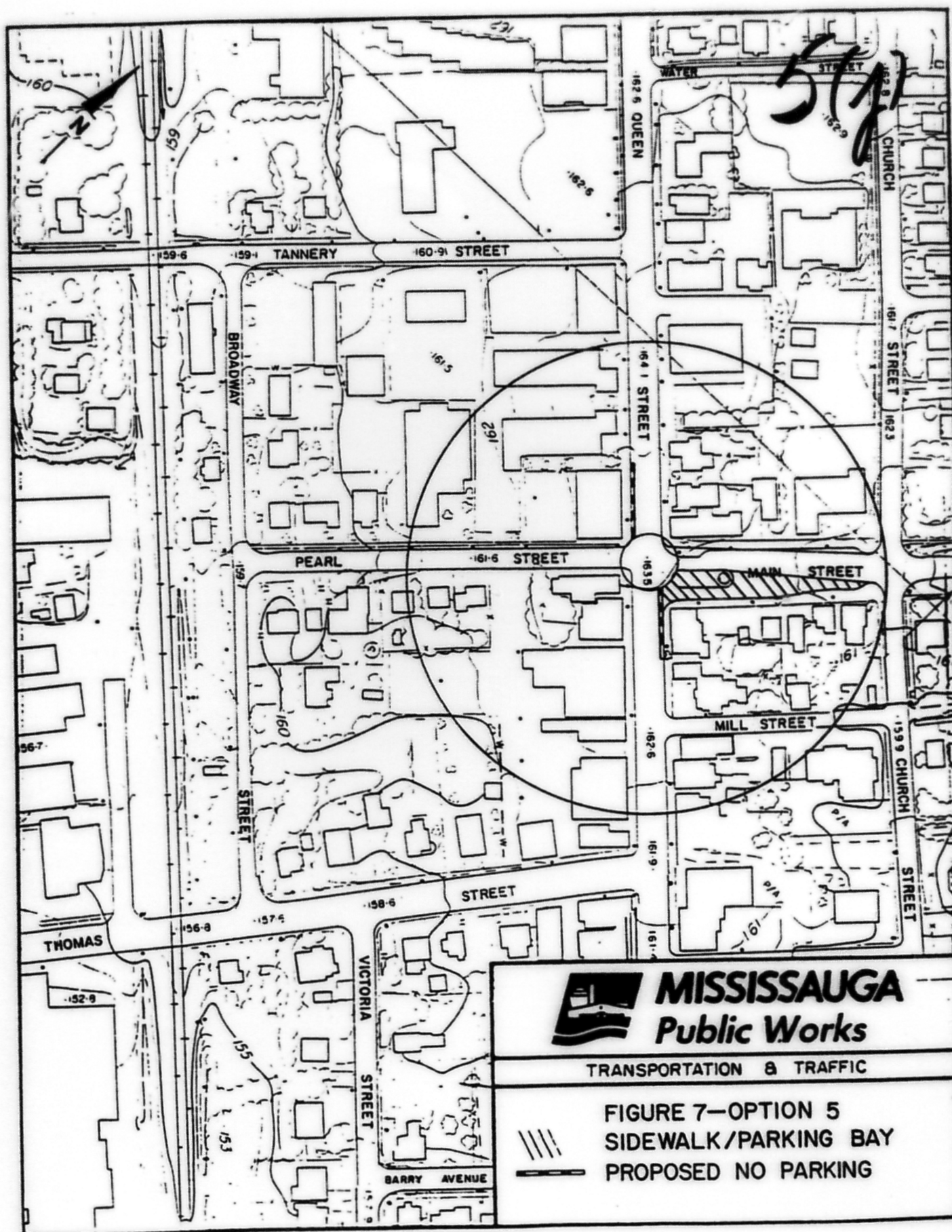
TRANSPORTATION & TRAFFIC

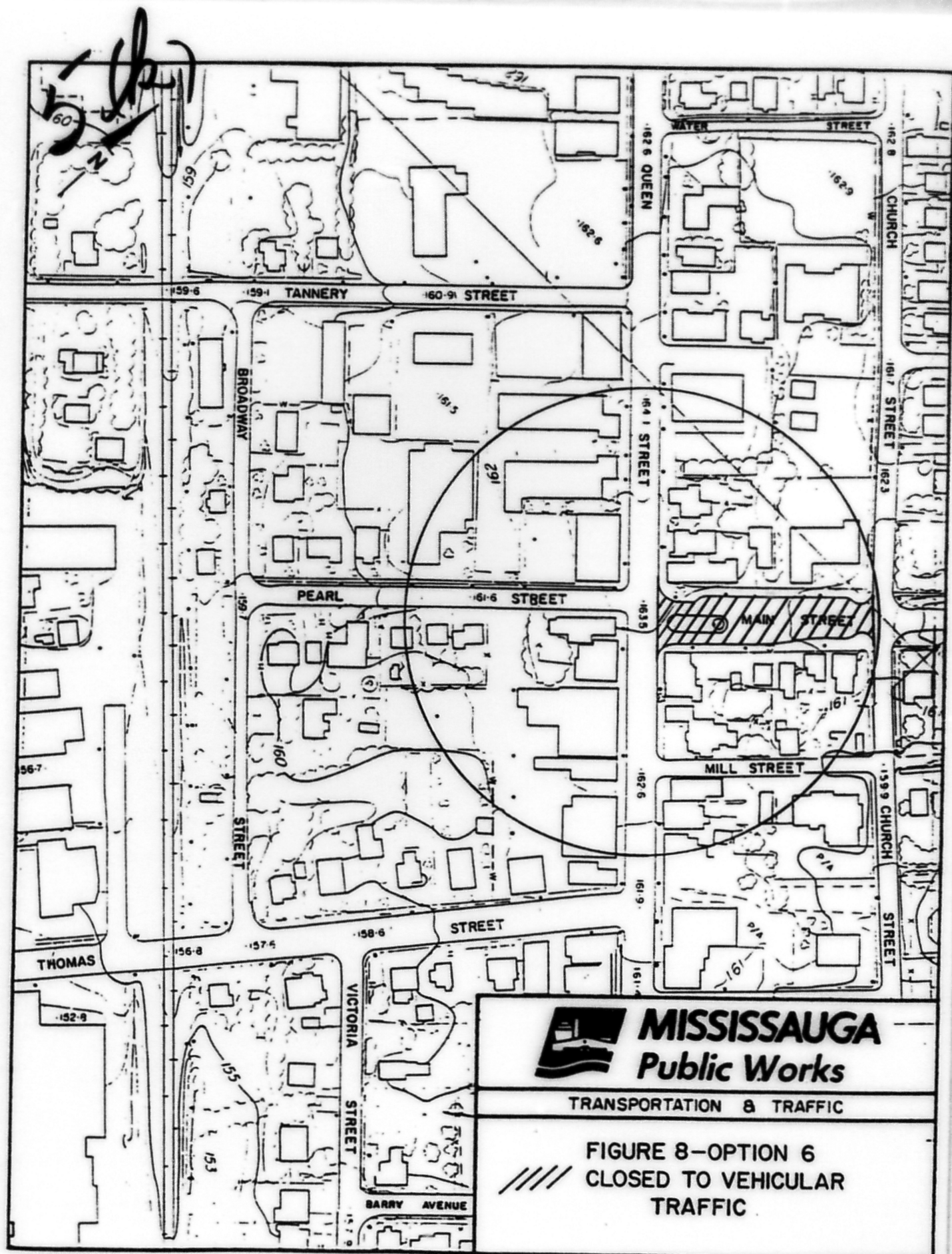
FIGURE 1
8:00 HOUR TOTAL VOLUME *
MAIN AND QUEEN

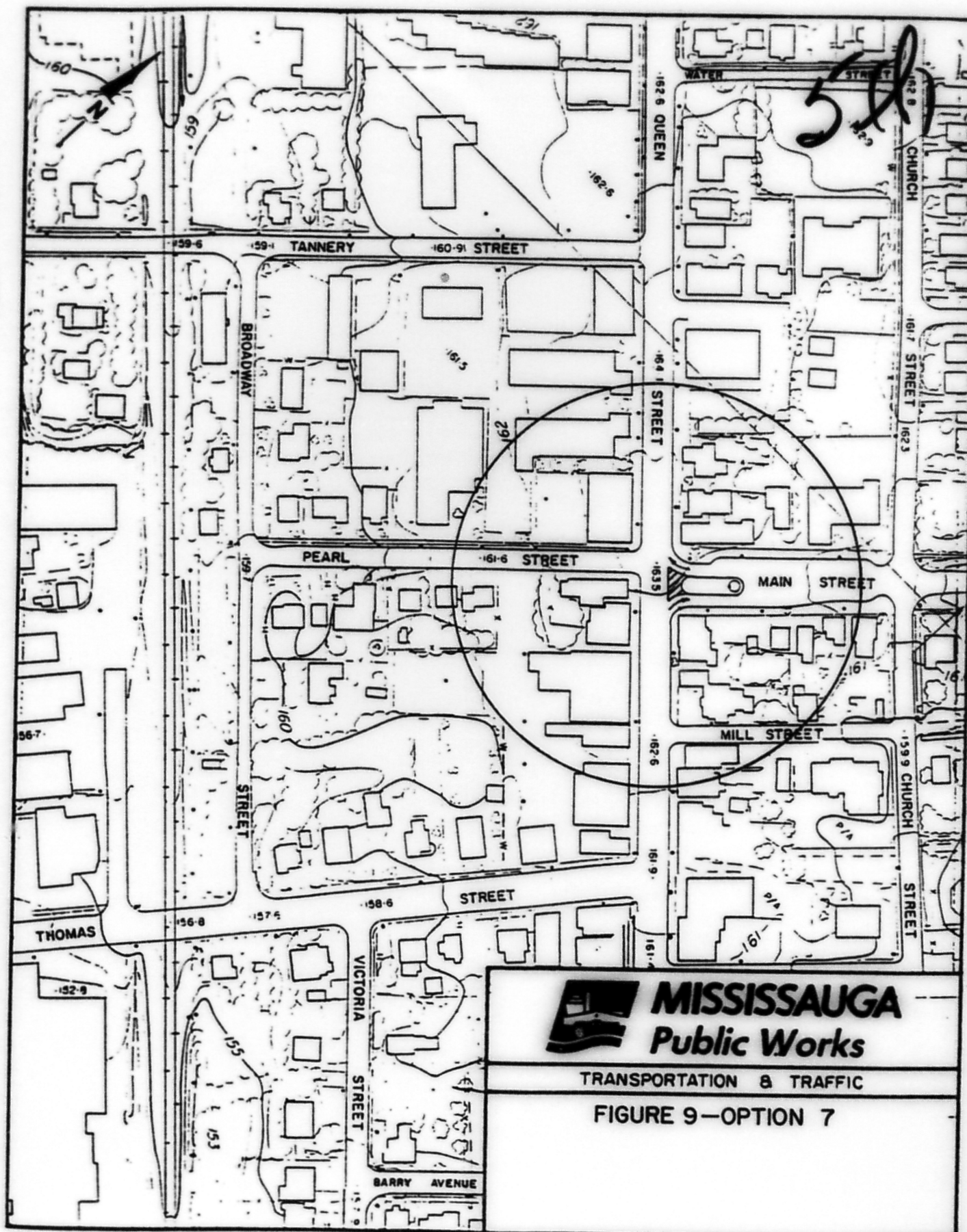


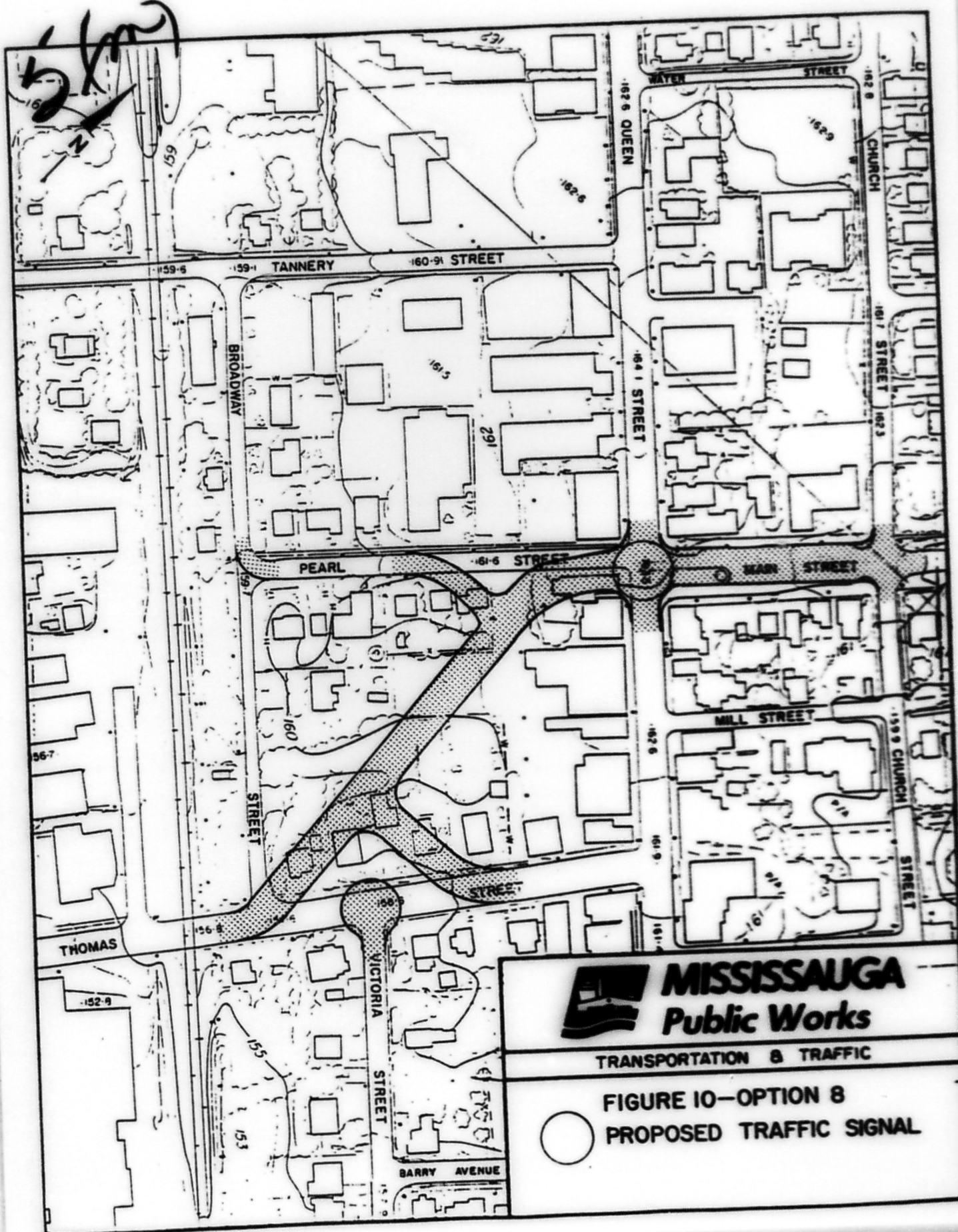












STREETSVILLE TRAFFIC REVIEW
SUMMARY OF OPTIONS
TABLE 1

OPTION: DESCRIPTION:	HERITAGE & AESTHETICS:	TRAFFIC OPERATIONS:	TRANSIT SERVICE:	PEDESTRIAN MOVEMENTS:	PARKING	FEASIBILITY AND COST:	PUBLIC INPUT:
- Do nothing	- No change	- Operational problems being experienced at present will continue to get worse as development occurs and reach unacceptable levels in future	- Not able to implement east-west route	- No protected crossing across Queen between Thomas & Tannery	- No revision to existing parking regulations	- No cost	NO
1. - Minor curb radius improvement on south-east corner of Main and Queen - Removal of parking on east side of Queen between Main & Mill to accommodate a relocated bus stop	- Minor impact	- Operational problems being experienced at present will continue to get worse as development occurs and reach unacceptable levels in future	- Could implement east-west route, however, operational problem making westbound left turn on Main at Queen will reach unacceptable levels in future.	- No protected crossing across Queen between Thomas & Tannery	- Loss of three parking spaces	- NOT ACCEPTABLE TECHNICALLY - Minor cost	YES
2. - Signalization of Main and Queen - Minor curb radius improvement on south-east corner - Removal of parking on east side of Queen between Main & Mill to accommodate a relocated bus stop and signal clearance - Removal of parking on west side of Queen approximately 30 metres northerly	- Minor impact	- Improved access from Main onto Queen - Some additional queuing on Queen at Main - Operations problem with eastbound through and westbound left turning vehicles	- Could implement east-west route	- Protected crossing across Queen at Main	- Loss of Six parking spaces	- Less than \$100,000	YES

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5/10/91

STREETSVILLE TRAFFIC REVIEW
SUMMARY OF OPTIONS
TABLE 1

OPTION:	DESCRIPTION:	HERITAGE & AESTHETICS:	TRAFFIC OPERATIONS:	TRANSIT SERVICE:	PEDESTRIAN MOVEMENTS:	PARKING	FEASIBILITY AND COST:	PUBLIC INPUT:
3.	- Option #3 - Pearl designated as a westbound one-way	- Minor impact	- Some driver confusion and loss of convenience with one-way	- Could implement east-west route	- Protected crossing across Queen at Main	- Loss of six parking spaces	- Less than \$100,000	YES
4.	- Option #3 - Eastbound through and right turns prohibited on Pearl at Queen	- Minor impact	- Improved access from Main onto Queen - Some additional queuing on Queen at Main - Some driver confusion and loss of convenience with restricted movements	- Could implement east-west route	- Protected crossing across Queen at Main	- Loss of six parking spaces	- Less than \$100,000	YES
5.	- Reconstruction of Main so travelled portion of roadway is entirely north of Cenotaph and aligned with Pearl Street - Signalization of Queen and realigned Main	- Significant impact, however if properly done could be minimized	- Improved access from Main onto Queen - Some additional queuing on Queen at Main - Improved east-west access across Queen Street	- Could implement east-west route	- Protected crossing across Queen at Main	- Loss of five parking spaces	- Greater than \$300,000 - Requires further study to finalize details & costs	YES

STREETSVILLE TRAFFIC REVIEW
SUMMARY OF OPTIONS
TABLE 1

OPTION:	DESCRIPTION:	HERITAGE & AESTHETICS:	TRAFFIC OPERATIONS:	TRANSIT SERVICE:	PEDESTRIAN MOVEMENTS:	PARKING	FEASIBILITY AND COST:	PUBLIC INPUT:
6.	- Closure of Main between Queen and Church (except delivery & emergency vehicles) - Re-route traffic along Church	- Minor impact	- Church Street unable to accommodate local truck movements and additional traffic	- Not able to implement east-west route	- No protected crossing across Queen between Thomas & Tannery	- No change	- Depends on extent of treatment to area - Further study required to finalize details and costs	NO
7.	- Restrict movements on Main at Queen to northbound right turns and westbound right turns only	- Minor impact	- Significant loss of convenience for motorists	- Not able to implement east-west route	- No protected crossing across Queen between Thomas & Tannery	- No revision to existing parking regulations	- Minor cost unless curb and sidewalks to be redesigned	NO
8.	- Realignment of Thomas to connect with Queen Street opposite Main Street	- Major impact	- Improved east-west access across Queen Street	- Could implement east-west route	- Protected crossing across Queen Street at Main Street	- Loss of six parking spaces	- LONG TERM OPTION - Greater than \$1,000,000 - Requires further study to finalize details and costs	YES

542)



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F.06.04.02

JUN 7 1989

OPERATIONS/WORKS

Originator's
Files

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11 161 00011
13 211 00201

DATE: May 26, 1989.
TO: Chairman and Members of the Operations and Works Committee.
FROM: William P. Taylor, P.Eng., Public Works Department.
SUBJECT: Implementation of Parking Prohibitions on Major Roadways in Mississauga.

ORIGIN: Public Works Department.

BACKGROUND: The rapid development of industrial and residential areas has led to an increase in traffic volumes and on-street parking on many major roadways. These roadways were constructed to carry considerable volumes of traffic with minimal delays to motorists. An increasing number of motorists have been utilizing curb lanes as a parking location when patronizing local business. New industrial developments provide adequate on-site parking for customers and employees, and motorists park on the street for convenience. Parked vehicles on these streets create increased traffic congestion, delays and obstruct sight lines for motorists leaving driveways.

COMMENTS: It is the opinion of the Public Works Department that on-street parking should be prohibited on the following streets:

STREET:
Argentia Road

BETWEEN:
Creditview Road and north limit of
Argentia Road

Courtneypark Drive Kennedy Road and Netherhart Road

Matheson Boulevard McLaughlin Road and Tomken Road

Rathburn Road Creditview Road and east limit of
Rathburn Road

It is felt that this action is necessary to relieve congestion that is currently being created by parked vehicles and to prevent any further problems arising in the future.

These streets have been reviewed by Public Works staff and, with the exception of Rathburn Road and the east portion of Argentia Road, are located within industrial areas. Matheson Boulevard and Courtneypark Drive are four lane roadways which service industrial developments. Argentia Road is a similar road with residential townhouse developments on the south side between Creditview Road and Campabello Road.

.../2

(a)

Rathburn Road for the most part extends through a residential area, although there is no direct residential frontage, and a number of schools and parks front this roadway.

At present parking is prohibited on portions of these roadways as follows:

<u>STREET:</u>	<u>BETWEEN:</u>
Argentia Road	Mississauga Road and Kitimat Road
Matheson Boulevard East	East limit of Tomken Road and the west limit of Dixie Road
Matheson Boulevard East	East limit of Dixie Road and the north limit of Sismet Road
Rathburn Road	Dixie Road and east City limit
Rathburn Road East	Central Parkway East and Meadows Boulevard
Rathburn Road West	Creditview Road and the west limit of road

Several corporate residents who have offices on the subject industrial streets have expressed concerns regarding the problem of on-street parking. These corporate residents have complained that these streets are frequently lined with parked vehicles, including large trucks which obstruct sightlines for private driveways and obstruct their municipal addresses making it difficult for their customers to find their facilities. They have also indicated that they feel on-street parking should be banned since each development was required to provide adequate on-site parking facilities to obtain site plan approval for building permits. The presence of on-street parking has led these developers to believe that the on-site parking facilities they are required to provide are unnecessary if parking is allowed on adjacent streets.

Argentia Road is occupied exclusively by industrial developments, and three townhouse developments which have reverse frontage on Argentia Road. Access to the townhouse developments is obtained via Falconer Drive where supplemental extended on-street parking is provided for these residents. However, several residents find it more convenient to park on Argentia Road, creating traffic congestion and decreasing the levels of service and safety. Adequate parking is provided for these residents through a combination of on-site parking and extended parking areas on adjacent residential streets. Residents park on Argentia Road for convenience rather than necessity and a parking prohibition on Argentia Road would not eliminate any necessary parking spaces.

The on-street parking which occurs on Rathburn Road takes place in isolated locations and, for the most part, driveway and corner restrictions are in place to protect sight lines.

May 26, 1989.

6/6/89

It is the opinion of the Public Works Department that parking should be prohibited on the entire length of Rathburn Road to create consistency with respect to parking on the street. Rathburn Road is a four lane major collector roadway with no direct residential frontage, designed to provide a high level of service and carry a large volume of traffic, therefore, traffic flow should not be impeded by parked vehicles.

Currently, overflow parking from Rathwood District Park takes place on Rathburn Road east of Starlight Crescent. It is the opinion of the Public Works Department that this parking should not be allowed on Rathburn Road for safety reasons related to a curve in the roadway combined with the roadway grades in this area of Rathburn Road.

It has been determined by the Public Works Department staff that all of the above streets experience traffic congestion in various locations as a result of on-street parking. At this time serious safety concerns are minimal, however, the amount of on-street parking and complaints is increasing. To relieve the current parking conflicts and prevent future problems with regard to on-street parking at these locations, parking should be prohibited on the entire length of all streets involved.

CONCLUSION:

In an effort to increase the levels of service and safety provided on Courtneypark Drive, Argentia Road, Matheson Boulevard and Rathburn Road, parking should be prohibited throughout the entire length of these streets. These prohibitions would eliminate existing parking conflicts and prevent future conflicts as development continues. This could be achieved with minimal inconvenience to motorists and/or residents.

RECOMMENDATION:

That a by-law be enacted to amend By-law 444-79, as amended, to implement parking prohibitions at anytime on both sides of the following roadways:

STREET:

Argentia Road

BETWEEN:

Creditview Road and north limit of
Argentia Road

Courtneypark Drive

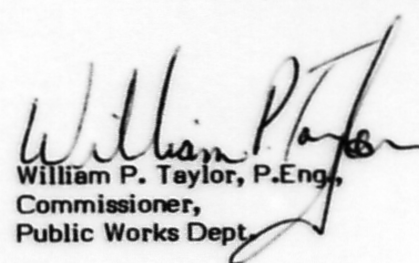
Kennedy Road and Netherhart Road

Matheson Boulevard

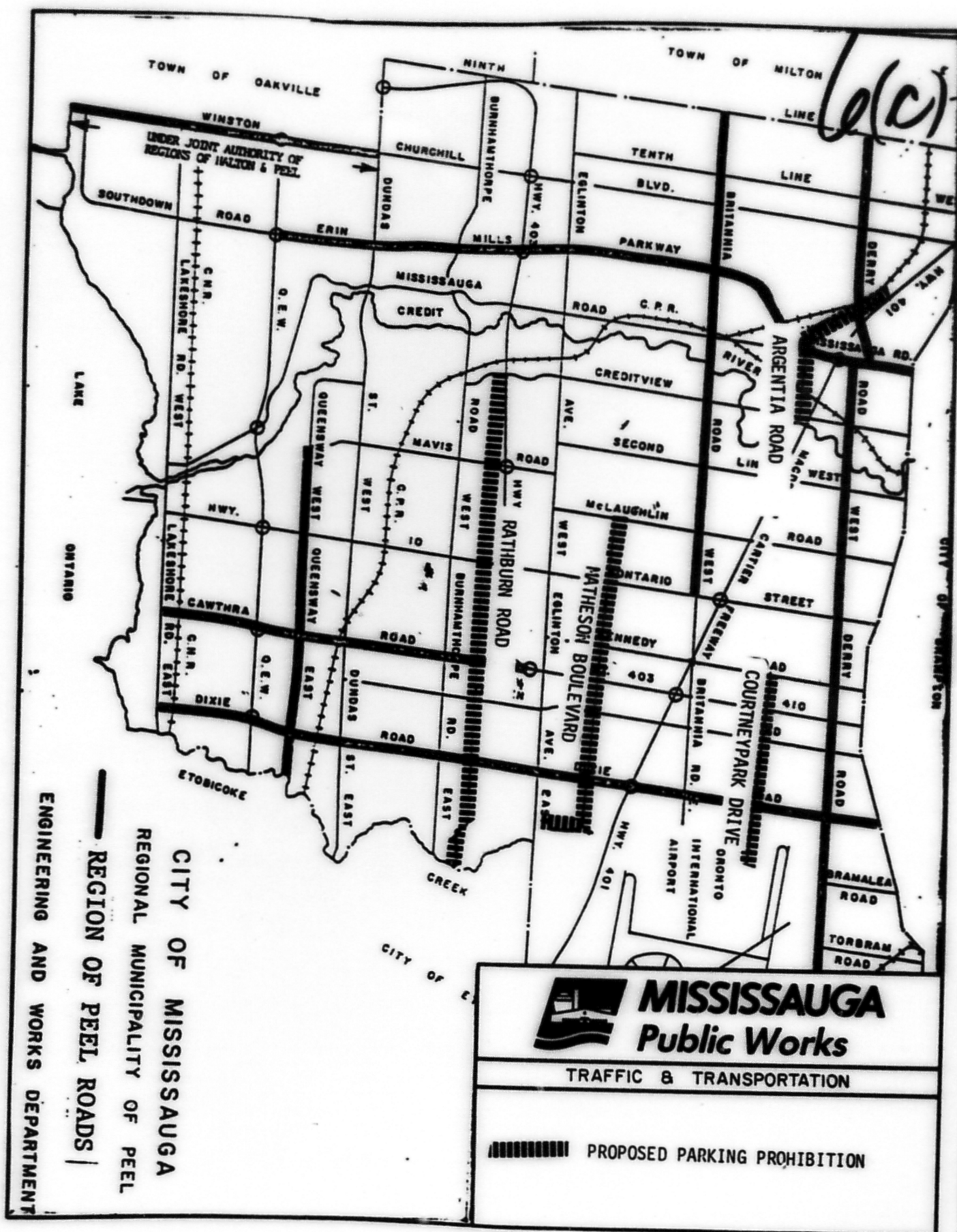
McLaughlin Road and Tomken Road

Rathburn Road

Creditview Road and east limit of
Rathburn Road


William P. Taylor, P.Eng.,
Commissioner,
Public Works Dept.

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Originator's
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OPERATIONS/WORKS

JUN 7 1989

DATE: May 4, 1989

TO: Chairman and Members of the Operations and Works Committee.

FROM: William P. Taylor, P.Eng., Public Works Department.

SUBJECT: Mississauga City Centre Bus Terminal and Busway Study - Agreement for Professional Consulting Services

ORIGIN: City Council Meeting of July 11, 1988

BACKGROUND: At its meeting on July 11, 1988, City Council in considering a report (June 14, 1988) from the Commissioner of Public Works on the subject matter adopted the following recommendation:

'That the Busway and Transit Terminal Study in the City Centre area be awarded to the firm of McCormick Rankin, subject to the approval by the Ministry of Transportation for Ontario of special subsidy from the Ontario Transportation Investment Initiative Program, and the preparation of a detailed work program, study costs and study agreement for the approval of City Council.'

COMMENTS:

The Minister of Transportation in a communication (September 26, 1988) has indicated that his Ministry will subsidize the Mississauga City Centre Busway and Terminal Study at a rate of 75%, up to a maximum subsidy level of \$150,000 (allowing a maximum study cost of \$200,000).

A detailed work program and study costs have been submitted by the consultant and are acceptable to the Technical Steering Committee overseeing the study, which includes representatives from the Ministry of Transportation and the Public Works, Planning and Building, and Transit Departments.

An agreement for consulting services with an upset cost limit of \$151,000, has been prepared and a copy is attached as Appendix 1.

The City's contribution to the this study is \$37,750. Funding was approved by City Council in the 1988 Capital Program.

Staff require City Council's authorization to prepare a by-law to authorize the execution of the Agreement with the consultant, by the Mayor and the Clerk.

Chairman and Members of the
Operations and Works Committee

- 2 -

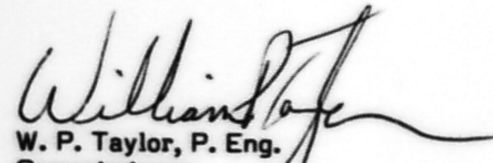
May 4, 1989

7(a)

In addition, it will be necessary for the City to enter into an agreement with the Ministry of Transportation Ontario regarding their 75% share of the study costs. This agreement is being prepared and will be the subject of a subsequent report.

RECOMMENDATIONS: That a by-law be enacted authorizing the execution of the Agreement with McCormick Rankin and Associates Limited for the planning study of the Mississauga City Centre Busway and Terminal, with an upset limit of \$151,000, as contained in Appendix 1 of the report of the Commissioner of Public Works dated April 18, 1989.

WPS/edm
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W. P. Taylor, P. Eng.
Commissioner
Public Works Department



Received by MAY 26 1989
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Clerk's Files M-0586

OPERATIONS/WORKS JUN 7 1989

Originator's
Files M-586
11-141-00045

DATE: May 1, 1989

TO: Chairman and Members of the Operations and Works Committee

FROM: William P. Taylor, P. Eng., Commissioner, Public Works Department.

SUBJECT: Assumption of the municipal services for Sandalwood 1 Residential Subdivision, Plan M-586, located south of Eglinton Avenue East and east of Central Parkway East (sketch attached).

ORIGIN: Servicing Agreement between 400556 Ontario Limited (c/o Lakeview Estates Limited, 200 Bridgeland Avenue, Toronto, Ontario M6A 1Z4), the City of Mississauga and the Region of Peel dated November 26, 1984.

COMMENTS: The subject development consists of 209 single family and 10 townhome residential lots. As far as the Public Works Department is concerned, the developer has complied with all of the requirements of the Servicing Agreement for the installation of municipal services.

The developer has paid cash-in-lieu of minor sodding repairs to be completed this year under this department's repairs contract. The developer has also provided a Letter of Undertaking and a \$2,500.00 security deposit to ensure that the air conditioner required at 4772 Full Moon Circle, Block 206, Plan M-586, shall be installed.

CONCLUSION: It is now in order for the City of Mississauga to assume the municipal works in Plan M-586 and return the remaining securities to the developer.

RECOMMENDATION: That the City of Mississauga:

a) assume the municipal works as constructed by the developer under the terms of the Servicing Agreement for Sandalwood 1 Residential Subdivision, Plan M-586, located south of Eglinton Avenue East and east of Central Parkway East,

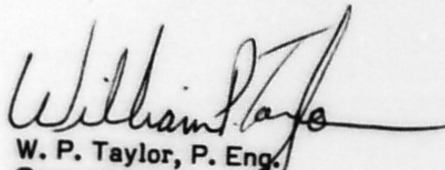
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March 6, 1989

8(a)

RECOMMENDATION: (Cont'd)

- b) return the Letter of Credit for Plan M-586 currently valued at \$255,098.85, to the developer, 400556 Ontario Limited,
- c) enact a by-law establishing the road allowance within Plan M-586 as public highway and part of the municipal system of the City of Mississauga.


W. P. Taylor, P. Eng.
Commissioner
Public Works Department

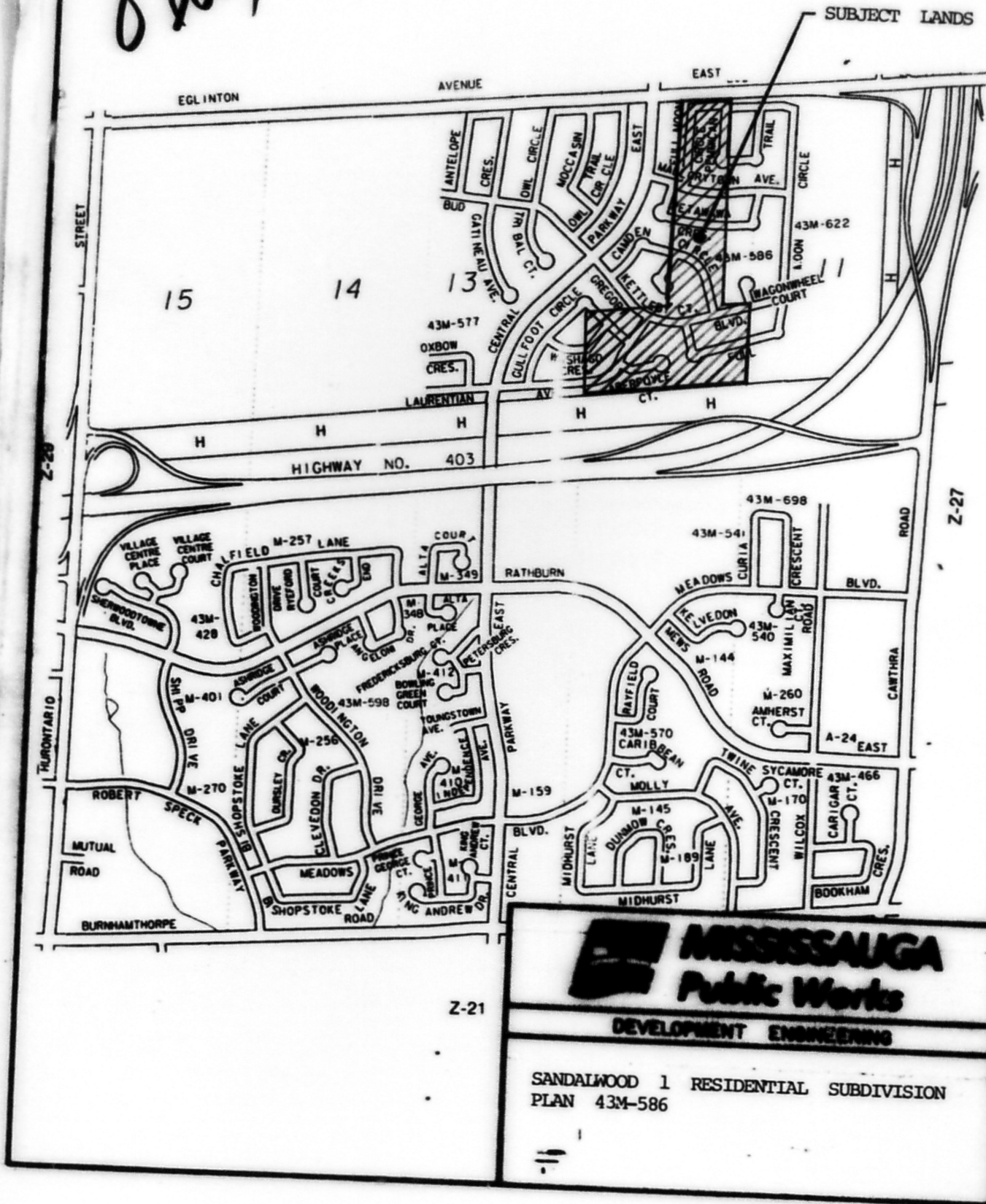
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Enclosure

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Clerk's Files

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9

OPERATIONS/WORKS

JUN 7 1989

Originator's
Files

11 141 00045
M-624

DATE: May 10, 1989
TO: Chairman and Members of the Operations and Works Committee
FROM: William P. Taylor, P. Eng., Commissioner, Public Works Department.
SUBJECT: Assumption of the municipal services for Adwel Construction Subdivision, Plan 43M-624, located north of Burnhamthorpe Road and east of Cawthra Road (sketch attached).

ORIGIN: Servicing Agreement between 605918 Ontario Limited c.o.b. as Adwel Developments (c/o Winter and Silberstein, Suite 900, St. Clair Avenue East, Toronto, Ontario M4T 2V7), the City of Mississauga and the Region of Peel dated June 5, 1985.

COMMENTS: The subject development consists of 45 single family residential lots. As far as the Public Works Department is concerned, the developer has complied with all of the requirements of the Servicing Agreement for the installation of municipal services.

The final above ground inspection conducted last fall revealed minor curb and sodding deficiencies. The estimated cost of repair is \$4,627.20. The developer has paid cash in lieu for these repairs which will be completed under the Subdivision Repairs Contract.

This department has received a cash contribution of \$11,700.00 from the developer, 605918 Ontario Limited, being the cost estimate for the future removal of the temporary turning circle at the end of Wetherby Lane, complete with reinstatement, upon the development of the adjacent lands.

CONCLUSION: It is now in order for the City of Mississauga to assume the municipal works in Plan 43M-624 and return the remaining securities to the developer.

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Q(a)

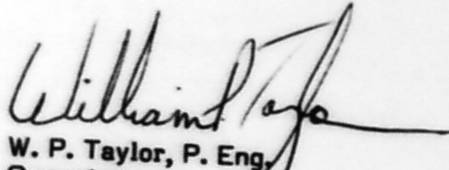
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Operations and Works Committee

- 2 -

May 10, 1989

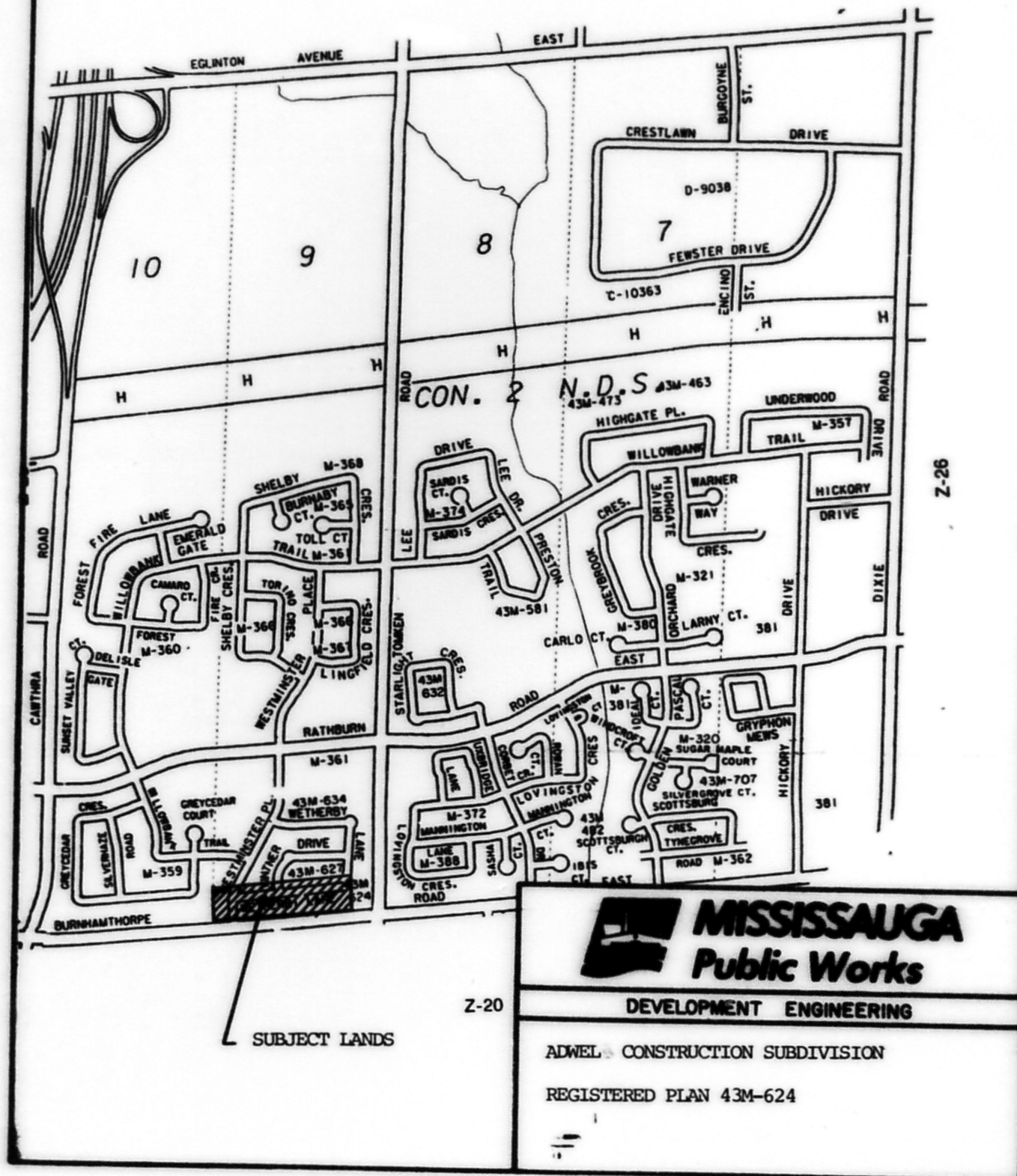
RECOMMENDATION: That the City of Mississauga:

- a) assume the municipal works as constructed by the developer under the terms of the Servicing Agreement for Adwel Construction Subdivision, Plan 43M-624, located north of Burnhamthorpe Road and east of Cawthra Road.
- b) return the Letter of Credit for Plan 43M-624 currently valued at \$139,645.79, to the developer, 605918 Ontario Limited c.o.b. as Adwel Developments,
- c) enact a by-law establishing the road allowance within Plan 43M-624 as public highway and part of the municipal system of the City of Mississauga.


W. P. Taylor, P. Eng.
Commissioner
Public Works Department

 WPA/ap
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Enclosure

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10 **Corporate
Report**

OPERATIONS/WORKS

JUN 7 1989

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Originator's
Files

43R-7702

43R-7872

11-141-00045

DATE: May 10, 1989

TO: Chairman and Members of the Operations and Works Committee

FROM: William P. Taylor, P. Eng., Commissioner, Public Works Department

SUBJECT: Assumption of the municipal services for Cawthra Industrial Estates, Phase II, Plan 43R-7872, formerly Plan 43R-7702, located south of Dundas Street East and west of Cawthra Road (sketch attached).

ORIGIN: Engineering Agreement between Everlast Construction Company Limited (5299 Maingate Drive, Mississauga, Ontario L4W 1G6), the City of Mississauga and the Region of Peel dated May 12, 1980.

COMMENTS: The subject development consists of 7 industrial lots. As far as the Public Works Department is concerned, the developer has complied with all of the requirements of the Engineering Agreement for the installation of municipal services.

CONCLUSION: It is now in order for the City of Mississauga to assume the municipal works in Plan 43R-7872, formerly Plan 43R-7702, and return the remaining securities to the developer.

RECOMMENDATION: That the City of Mississauga:

a) assume the municipal works as constructed by the developer under the terms of the Engineering Agreement for Cawthra Industrial Estates, Phase II, Plan 43R-7872, formerly Plan 43R-7702, located south of Dundas Street East and west of Cawthra Road,

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Chairman and Members of the
Operations and Works Committee

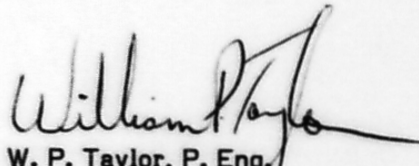
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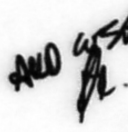
May 10, 1989

10(a)

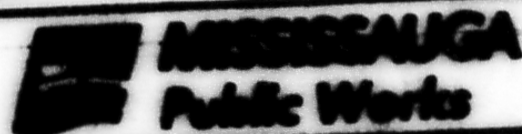
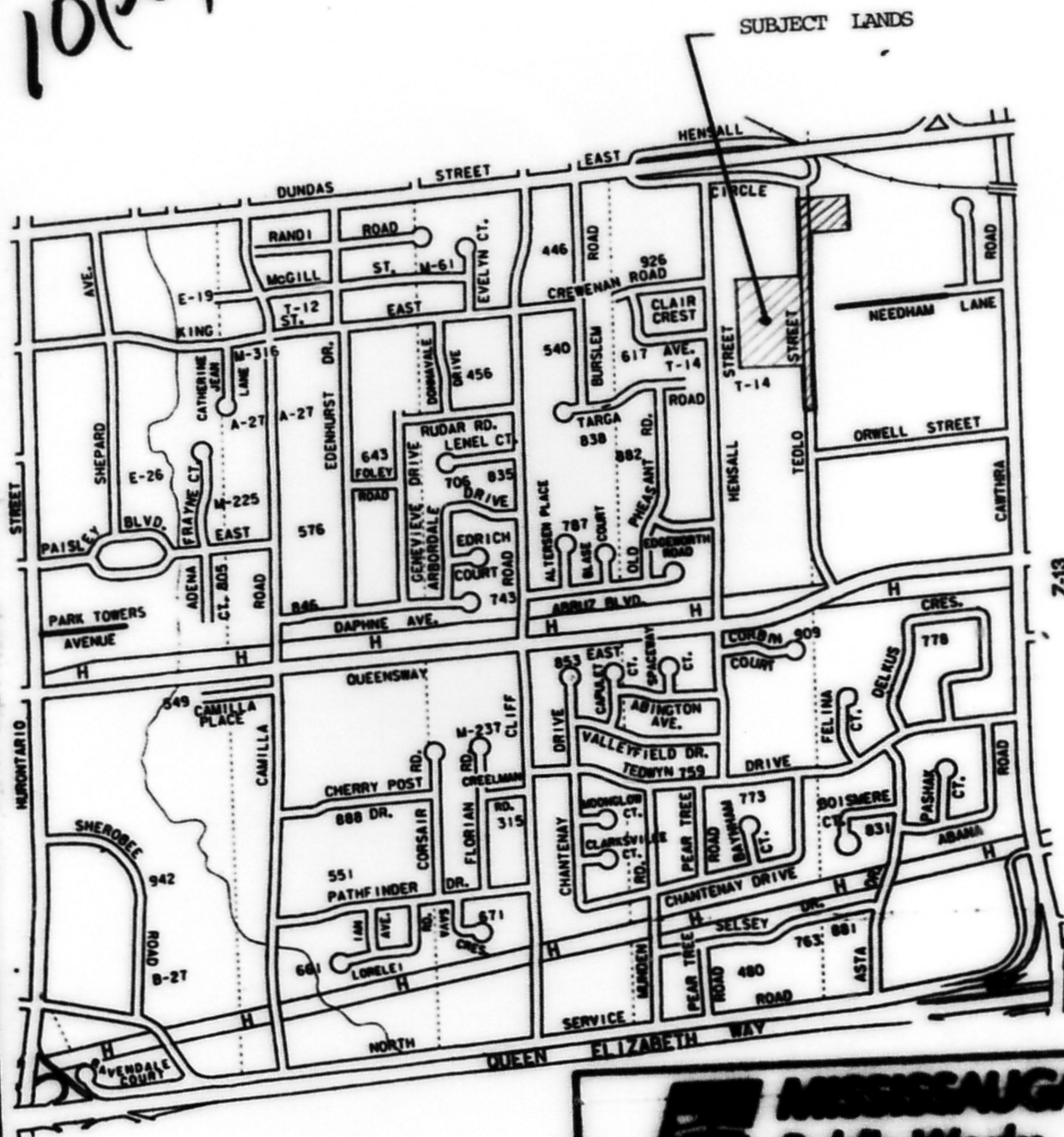
RECOMMENDATION: (Cont'd)

b) return the Letter of Credits for Plan 43R-7872, formerly Plan 43R-7702, currently valued at \$38,198.92 and \$3,500.00, to the developer, Everlast Construction Company Limited,


W. P. Taylor, P. Eng.
Commissioner
Public Works Department

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Enclosure

10(b)



DEVELOPMENT ENGINEERING

CAWTHRA INDUSTRIAL ESTATES, PHASE II

PLAN 43R-7872

(Formerly Plan 43R-7702)

Z-7



Corporate Report

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JUN 7 1989

OPERATIONS/WORKS

DATE: May 26, 1989.
TO: Chairman and Members of the Operations and Works Committee.
FROM: William P. Taylor, Commissioner of Public Works Department.
SUBJECT: Deletion of required restriction to be placed on the title of lots adjacent to walkways which prohibit the transfer of the said lots to private homeowners until the walk has been constructed.

ORIGIN: Public Works Department

COMMENTS:

On August 17, 1983, Council adopted the following recommendation of the Public Works Committee dated August 10, 1983.

- a) That future Servicing Agreements for residential plans of subdivisions involving the construction of walkways:
 - i) not require the construction of such walkways prior to the issuance of building permits for adjacent lots;
 - ii) require the developer to clearly sign the location of all such walkways within the concerned subdivision to the satisfaction of the Commissioner of Engineering and Works prior to the issuance of building permits;
 - iii) require a restriction to be placed on the title of lots adjacent to such walkways which would prohibit the transference of said lots to private homeowners until the walkway has been constructed to the satisfaction of the Commissioner of Engineering and Works, and the City Clerk has provided a release on title to said restriction once it has been complied with.

May 26, 1989.

- b) That Financial Agreements or Lot Drainage and Occupancy Agreements for residential plans of subdivisions involving the construction of walkways, which have not reached final Engineering Submission Stage as of August 17, 1983, contain advisement to the owners and future owners of lots adjacent to walkways that they abut a walkway and of the above requirements in the Servicing Agreement.

Conditions "a (i)" "a (ii)" and "b" are being dealt with satisfactorily and have not created any concerns.

With respect to Item "a (iii)" which requires that a restriction be placed on the title of lots adjacent to the walkways prohibiting the transfer of the lots until the walkway has been constructed, there have been difficulties encountered. In some instances purchasers did not pursue the lifting of this restriction which resulted in problems in taking possession of their properties.

In addition, the continuous requests of lifting these restrictions from title has become an administrative problem with the City due to numerous restrictions that we are constantly being asked to lift.

This procedure was implemented as a result of homeowners purchasing and/or occupying their lots then finding a walkway being constructed beside them.

As the Financial Agreement for lots adjacent to walkways contains an advisement to the owner that a walkway is located adjacent to their property, we feel that the restriction is not warranted.

CONCLUSION:

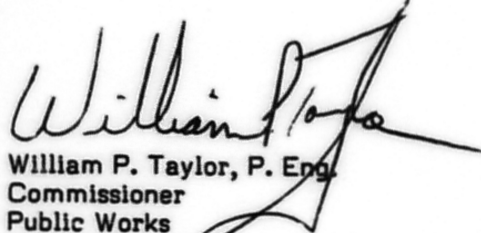
Since Warning Clauses are placed on title on lots adjacent to walkways advising the purchasers of the walkway location it is felt that a restriction which prohibits the transfer of these lots to private owners until the walkway has been constructed is not necessary.

May 26, 1989

11(h)

- RECOMMENDATION:
- (a) That the walkway construction policy adopted by Council on August 17, 1983, be rescinded.
 - (b) That the following walkway construction policy be adopted for future residential plans of subdivision involving the construction of walkways:
 - (i) that the construction of such walkways not be required prior to the issuance of building permits for adjacent lots;
 - (ii) that the developer be required to clearly sign the location of such walkways within the concerned subdivision to the satisfaction of the Commissioner of Public Works prior to issuance of buildings.
 - (c) That the Financial Agreements for residential plans of subdivision involving the construction of walkways contain notice to owners and future owners of lots adjacent to walkways that they abut a walkway and that this condition be included in the Agreement of Purchase and Sale.

OPT/gb
cc: R. G. B. Edmunds
0942E/0259E


William P. Taylor, P. Eng.
Commissioner
Public Works



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OPERATIONS/WORKS

JUN 7 1989

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11 141 00045

11 121 00000

DATE: May 24, 1989
TO: Chairman and Members of the Operations and Works Committee.
FROM: William P. Taylor, P.Eng., Public Works Department.
SUBJECT: Storm Sewer Use By-Law

ORIGIN: Public Works Department

BACKGROUND: New regulations under the Environmental Protection Act (Ontario) and the Water Resources Act contain tougher interpretations of liabilities and substantially increased penalties for violations of these Acts.

Municipalities are cited as being corporations that engage in activity that may result in the deposit, addition, emission or discharge of a contaminant into the natural environment contrary to these Acts, and have a duty to take all reasonable care to prevent such unlawful deposit, addition, emission or discharge.

In order to assist municipalities in this endeavour, the Ontario Ministry of the Environment has produced a Model Sewer Use By-Law (August 1988).

COMMENTS: The current By-Law to regulate and govern discharges to storm sewers was passed by the Town of Mississauga on April 10, 1972 (Appendix 1 By-Law 9803). The Ministry's Model Sewer Use By-Law was used as a guide for amending the Mississauga By-Law. The revised by-law is enclosed as Appendix 2 of this report.

The significant changes have been made in the following sections.

Section 5: Discharges to Storm Sewers

This section defines the limits on the type and concentrations of matter that cannot be discharged or deposited into any part of the storm sewer system.

12(a)

COMMENTS (Contd.)

The limits defined are based on the appropriate sections of the following documents:

- Ontario Water Resources Act
- Environmental Protection Act
- Objectives for the Control of Industrial Waste Discharges in Ontario
- Provincial Water Quality Objectives

Section 6 : Reports

This section allows for discharge of matter otherwise restricted by Section 5 if a Waste Survey Report has been submitted to the City. This is needed in order to permit the discharge of uncontaminated cooling water or process blowdown from an industrial process.

Section 7 : Compliance Program

In the event that a company is discharging a non-complying effluent, that company can submit to the City a compliance program as defined in this section. Upon receiving City approval of the compliance program the company will be protected from prosecution under Section 5 of the By-Law while the situation is being fixed.

Section 9 : Spills

Procedures are listed in this section governing spills to the storm sewer system. Any person that discharges or deposits any material, outside the course of ordinary events, must forthwith report the discharge to the City.

Section 11 : Offences

The revised fines for violation of this By-Law are; for an individual, \$5,000 for the first offence and \$10,000 for each subsequent offence and similarly for a corporation \$25,000 for a first offence and \$50,000 for each subsequent offence.

The Ministry of the Environment is responsible for the quality of water in the natural drainage systems (i.e. creeks and rivers) and can, under the Environmental Protection Act, fine cities in the event the discharge from a storm sewer system exceeds the prescribed quality standards. It is the City's responsibility to determine how the water became polluted and to take appropriate action. The amended By-Law will give the City the authority to accomplish this.

12/1/77

Chairman a
Operation and Works Committee

COMMENTS (Contd.)

By-Law 9803 also governed discharges to the sanitary sewer system. As the Region of Peel has had jurisdiction over the sanitary sewers since 1974, and, has passed By-Law #9-75 to govern discharges to that system, all references to the sanitary sewers have been removed.

The Region of Peel has a considerable number of staff to enforce the Regional Sewer Use By-Law #9-75 governing primarily the sanitary sewer system. By-Law #9-75 has a clause that states;

"The Commissioner may take such steps as may be necessary to prevent pollution of any body of water within the Region and may issue orders requiring any person in the Region who is polluting any body of water within the Region discharging or draining sewage into any body of water which flows through the Region to abate, control, discontinue or stop such pollution and discharge."

Under this clause the Region has on occasion acted upon the City of Mississauga's behalf to prevent pollution, however, the Region is only legally responsible for discharges from Regional storm sewers.

Much of the information required of the local industries in Schedule B1 - Waste Survey Reports is presently being collected by the Region of Peel in conjunction with enforcement of By-Law #9-75. The Region is currently considering changes to their Waste Survey Report format. In order to avoid unnecessary replication of information the Region will be approached to discuss sharing of this information.

CONCLUSIONS:

The current Mississauga By-Law governing the storm sewer system has become outdated in light of new legislation. It has been modified, following the Model Sewer Use By-Law published by the Ministry of the Environment. The revised By-Law is presented in Appendix 2 of this report.

Chairman and Members of the
Operation and Works Committee

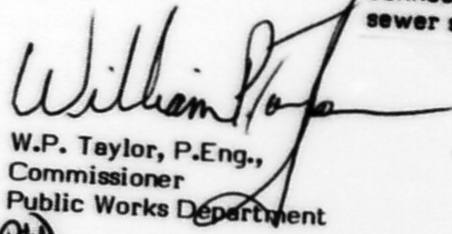
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May 24, 1989

12(c)

RECOMMENDATION:

That a by-law be enacted to repeal By-law 9803 and amendments thereto and to regulate the construction, maintenance and operation of storm sewers and lateral connections, and the discharge of waters into the storm water sewer system.


W.P. Taylor, P.Eng.,
Commissioner
Public Works Department

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- 2 -

- (g) "Colour of a Liquid" means the appearance of a liquid, from which the suspended solids have been removed, as determined in accordance with Standard Methods;
- (h) "Engineer" shall mean the Engineer of the Town of Mississauga.
- (i) "Garbage" shall mean solid wastes from the preparation cooking and dispensing of food, and from the handling, storage and sale of produce.
- (j) "Industrial Wastes" shall mean the liquid wastes from industrial processes.
- (k) "Land Drainage Works" shall mean storm drains, storm sewers, ditches, water courses, etc.
- (l) "Municipality" means the Corporation of the Town of Mississauga;
- (m) "Matter" includes any gaseous, liquid or solid matter;
- (n) "Natural Outlet" shall mean any outlet into a watercourse, pond, ditch or lake.
- (o) "Person" includes a corporation, aggregate or sole;
- (p) "pH" means the logarithm of the reciprocal of the concentration of hydrogen ions in grams per litre of solution;
- (q) "Phenolic Compounds" means those hydroxy derivatives of benzene, or its condensed nuclei, which can be identified by the 4--Aminocantipyrine method in accordance with Standard Methods, or the Gibbs procedures, as set out in the eleventh edition of Standard Methods for the Examination of Water and Wastewater; (or latest editions);
- (r) "Public Sewer" shall mean a sewer owned and controlled by the Town.
- (s) "Sanitary Sewer" means a sewer for the collection and transmission of domestic, commercial and industrial wastes or any of them;
- (t) "Sewer" shall mean a pipe or conduit for carrying sewage;
- (u) "Sewage" includes drainage, storm water, commercial wastes, industrial wastes, wastewater and matter;

12 (G)

- (u) "Sewage Works" means all sewers, sewer systems, sewage pumping stations, sewage treatment plants and other works for the collection, acceptance, transmission, treatment and disposal of sewage or for any one or more of them;
- (v) "Standard Methods" means, unless the context otherwise requires, the methods and procedures set out in the edition of "Standard Methods for the Examination of Water and Wastewater" published by the American Public Health Association and current at the time of any examination of any sewage;
- (w) "Shall" is mandatory, "May" is permissive.
- (x) "Storm Sewer or Storm Drain" means a sewer for the collection and transmission of storm water run-off, draining of land to or from a watercourse or any one or more of them;
- (y) "Suspended Solids" means solid matter in or on a liquid, which matter is removable by filtering with a glass fibre filter paper equivalent to a Reeve Angel Glass Fibre Filter Paper, No. 934 AH.;
- (z) "Watercourse" means an open channel or ditch constructed as or resulting from the construction of a municipal work in which a flow of storm water occurs either continuously or intermittently, including road ditches and including other natural depressions or watercourses or ditch whether connected to a storm sewer or not.

Section 2.

Prohibitions

1. No person shall discharge, into land drainage works, private branch drains or connections to any sewer, sewer system or sewage works for the carrying away of domestic sewage or industrial wastes or both, which are connected directly or indirectly to the sewage system, any matter or quantity of matter which may be or become harmful to any sewage works or which may interfere with

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their proper operation, or which may impair or interfere with any sewage treatment process, or which may or may tend to obstruct any sewer, or which may be or may become a hazard to persons, property, or animals, and, without limiting the generality of the foregoing, any of the following:

- (a) sewage containing more than a total of 150 milligrams per litre of oil, fat and grease of animal and vegetable origin;
- (b) sewage containing more than a total of 15 milligrams per litre of oil, grease and tar of mineral origin;
- (c) sewage at a temperature in excess of 150 degrees Fahrenheit;
- (d) subject to subparagraph (b) hereof, flammable or explosive matter, and without limiting the generality of the foregoing, gasoline, benzene, naphtha, fuel oil, acetone or other solvents;
- (e) any quantity of matter capable of obstructing the flow in or interfering with the proper operation of any part of the sewage works, and without limiting the generality of the foregoing, any such quantity of ashes, cinders, garbage, sand, straw, mud, shavings, metal, glass, rags, feathers, plastic, wood or cellulose.
- (f) sewage having a pH less than 5.5 or greater than 10.5 or which due to its nature or content, becomes less than 5.5 or greater than 10.5 during transmission to a sewage treatment plant;
- (g) wastes which contain solids incapable of passing through a quarter inch screen;
- (h) wastes having a five days B.O.D. greater than 500 parts per million by weight or containing more than 600 parts per million by weight of suspended solids.
- (i) sewage that may cause a nuisance, and without limiting the generality of the foregoing, sewage containing hydrogen sulphide, carbon disulphide, ammonia, trichloroethylene, sulphur dioxide, formaldehyde, chlorine, bromine, or pyridine, in such quantity that an offensive odour could emanate from the sewage works or could cause

12(ii)

a nuisance;

(j) sewage containing animal waste, and without limiting the generality of the foregoing, containing intestines, stomach casings, intestinal contents, hides, hooves, toenails, horns, bones or poultry heads or sewage containing hair, wool fur, feathers, paunch manure or fleshings in a quantity sufficient to interfere with the proper operation of the sewage works;

(k) sewage containing any of the following matter in excess of the indicated concentrations:

phenolic compounds	- 1.0 milligrams per litre
total cyanides, expressed as KCN	- 5.0 milligrams per litre
total sulphides, expressed as H_2S	- 5.0 milligrams per litre
total copper, expressed as Cu	- 8.0 milligrams per litre
total chromium, expressed as Cr	-10.0 milligrams per litre
total nickel, expressed as Ni	-10.0 milligrams per litre
total lead, expressed as Pb	-10.0 milligrams per litre
total zinc, expressed as Zn	-10.0 milligrams per litre
total cadmium, expressed as Cd	- 8.0 milligrams per litre
chlorides, as Cl	-1500 milligrams per litre
sulphates, as SO_4	-1500 milligrams per litre

(l) radioactive materials except as may be permitted under The Atomic Energy Control Act, R.S.C. 1952, Chapter 11, and amendments thereto and regulations thereunder.

(m) storm run-off, sewage derived from the drainage of land or roofs or water used for cooling purposes. Under special circumstances, cooling water may be discharged to the sanitary sewer, providing written approval is obtained from the Chief Plumbing Inspector or the Town Engineer.

2. No person shall discharge, cause or permit the discharge or deposit into or in (i) land drainage works, private branch drains or connections to any sewer, sewer system or sewage works for the

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carrying away of domestic sewage or industrial wastes or both, that are capable of discharging sewage into any well, lake, river, pond, spring, stream, reservoir, or other water or watercourse, or onto any shore or bank thereof, or into any place from which the sewage may be discharged into or deposited in any well, lake, river, pond, spring, stream, reservoir, or other water or watercourse, (ii) any storm sewer or any sewer connected to a storm sewer, any of the following:

- (a) sewage at a temperature in excess of one hundred and fifty degrees fahrenheit (150 degrees F.);
- (b) sewage containing more than a total of fifteen (15) milligrams per litre of fat, oil, grease and other matter which is soluble in ether;
- (c) subject to subparagraph (b) hereof, flammable or explosive matter, and without limiting the generality of the foregoing, gasoline, benzene, naphtha, fuel oil, acetone or other solvents;
- (d) any quantity of matter capable of obstructing the flow in or interfering with the proper operation of any part of the sewage works and without limiting the generality of the foregoing, any such quantity of ashes, cinders, garbage, sand, straw, mud, shavings, metal, glass, rags, feathers, plastics, wood, cellulose, tar, animal wastes or other matter that is not dissolved in a liquid at the time of its introduction into the sewage works;
- (e) sewage containing any matter in a quantity or concentration that will or may cause the death of or injury of any person, property or animal;
- (f) sewage having a pH less than 5.5 or greater than 10.5 or which due to its nature or content becomes less than 5.5 or greater than 9.5 during transmission through the sewage works;

12(k)

- (g) sewage in which suspended solids content exceed fifteen (15) milligrams per litre or sewage containing any suspended solids which are incapable of passing through a screen having openings not larger than one quarter (1/4) of an inch square;
- (h) sewage that has or may cause an offensive odour, and without limiting the generality of the foregoing, sewage containing hydrogen sulphide, carbon disulphide, ammonia, trichloroethylene, sulphur dioxide, formaldehyde, chlorine, bromine, pyridine, in such quantity that an offensive odour could emanate from the sewage works or could cause a nuisance;
- (i) sewage of which the B.O.D. exceeds fifteen (15) milligrams per litre;
- (j) sewage containing coloured matter which sewage would require a dilution in excess of four (4) parts of distilled water to one (1) part of such sewage to produce a mixture the colour of which is not distinguishable from that of distilled water when tested in accordance with the Ontario Water Resources Commission Standard Laboratory Sewage Colour Determination Test;
- (k) sewage containing toxic or poisonous matter in sufficient quantity to constitute a hazard to persons, property or animals, and, without limiting the generality of the foregoing, sewage containing any of the following matter in excess of the indicated concentrations:

phenolic compounds	-0.020 milligrams per litre
total cyanides, expressed as HCN	-0.1 milligrams per litre
total cadmium, expressed as Cd	-1.0 milligrams per litre
total chromium, expressed as Cr	-1.0 milligrams per litre
total copper, expressed as Cu	-1.0 milligrams per litre
total lead, expressed as P.B.	-0.05 milligrams per litre

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total nickel, expressed as Ni	- 1.0 milligrams per litre
total zinc, expressed as Zn	- 1.0 milligrams per litre
total iron, expressed as Fe	- 17.0 milligrams per litre
chlorides, as Cl	-1500 milligrams per litre
sulphates, as SO ₄	-1500 milligrams per litre

- (l) sewage in which the coliform count exceeds two thousand four hundred (2400) per one hundred (100) millilitres as determined by Standard Methods;
- (m) radioactive materials except as may be permitted under The Atomic Energy Control Act, R.S.C. 1952 chapter 11, and amendments thereto and regulations thereunder.
3. Except as otherwise specifically provided in this by-law all tests, measurements, analyses and examinations of sewage, its characteristics or contents shall be carried out in accordance with Standard Methods.

Section 3.

Building Sewers and Connections

1. No person shall uncover, make any connections with or opening into, use, alter, or disturb any public sewer or appurtenance thereof without the written approval of the Town Engineer.
2. A separate and independent building sewer shall be provided for every building, except where one building stands at the rear of another, on the same property, and the side yard is not wide enough to construct a branch sewer, the sewer may be extended through the first building to accommodate the second building.
3. Existing building sewers may be used in connection with new buildings when they meet the requirements of the Ontario Plumbing Code and the By-laws of the Town.
4. No building sewer or building drain shall be constructed or used for the discharge of industrial wastes into any public sewer without first filing duplicate plans and specifications with the Chief Plumbing Inspector.

12(m)

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5. All expense incidental to the installation and connection of a building sewer or building drain shall be borne by the owner, who shall indemnify the Town for any loss or damage directly or indirectly occasioned by the installation of the building sewer or building drain.

Section 4.

Use of Public Sewers

1. Approved treatment works shall be provided when the wastes exceed the provisions as outlined in Section 2, unless otherwise provided for.
2. Treatment works shall be readily accessible for cleaning and inspection. A backwater valve shall be installed in the outlet drain adjacent to the treatment works when necessary, to prevent back flooding.
3. No rain water leader or storm drain shall be connected to, or an excessive amount of process water, either polluted or non-polluted, be discharged through, an oil or grease interceptor, separator or treatment works.
4. The owner of any property served by a building sewer carrying industrial wastes shall install inside of the property line, a suitable access facility to the building sewer to permit observation, sampling and measurements of the wastes. Such facility shall be installed by the Owner at his expense and be maintained by him so as to be safe and accessible at all times and be constructed in accordance with plans approved by the Town. The Town may place in this facility and secure with a padlock, a screen or other apparatus.
5. Equipment designed for the separation of wastes and the facilities referred to in this By-law shall be subject to inspection at all times by the Town Engineer or Chief Plumbing Inspector or their representatives.
6. In addition to any other remedy or penalty imposed by this By-law, where gaseous, liquid or solid matter is being discharged into sewage works in violation of this By-law, the Engineer may disconnect from the sewage works the lands and

premises from which such gaseous, liquid or solid matter is being discharged at the cost of the owner of the said lands and premises.

7. The said lands and premises shall not be reconnected to the sewage works of the Municipality by the owner until authorized by the Town Engineer and the Corporation has been paid the cost of disconnecting the sewage works aforesaid.
8. The discharge of sewage that would otherwise be prohibited by this by-law may be permitted to an extent fixed by agreement with the Municipality under such conditions with respect to payment or otherwise as may be necessary to compensate for any additional costs of treatment. (Any such agreement shall be subject to the approval of the Ontario Water Resources Commission.)

Section 5.

Protection from Damage

No person shall maliciously, willfully or negligently break, damage, destroy, uncover, deface or tamper with any structure, appurtenance or equipment which is part of the Municipal Sewage Works.

Section 6.

Power and Authority of Inspectors

The Town Engineer, Chief Plumbing Inspector and duly authorized employees of the Town shall be permitted to enter upon all properties for the purposes of inspection, observation, measurement, sampling and testing of sewage works in accordance with the provisions of this By-law.

Section 7.

Penalties

Every person who contravenes any provision of this By-law, shall upon conviction thereof, forfeit and pay, at the discretion of the convicting magistrate, a penalty (exclusive of costs) not exceeding Three Hundred dollars (\$300.00) for each offense. Each day in which any such contravention

12(01)

Summary Convictions Act.

Section 9.

Validity

By-law #6072 is hereby repealed.

The invalidity of any section, clause, sentence or provision of this By-law shall not affect any other part of this By-law which can be given effect to without such invalid part or parts.

By-law in force

This By-law shall be in full force and effect from the passing thereof.

ENACTED AND PASSED THIS... 10 day of April 1972.

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.....
CLERK

TOWN OF MISSISSAUGA	
CLERK	CL
TREASURER	
MANAGER	
ENGINEERING	
PLANNING	
LEGAL	
Bld	

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APPENDIX II

REVISED STORM SEWER USE BY-LAW



12(q)

BY-LAW NUMBER.....

A BY-LAW TO REGULATE THE CONSTRUCTION, MAINTENANCE
AND OPERATION OF STORM SEWERS AND LATERAL CONNECTIONS,
AND THE DISCHARGE OF WATERS INTO THE STORM WATER SEWER SYSTEM
OF THE CITY OF MISSISSAUGA

WHEREAS the Regional Municipality of Peel Act, R.S.O. 1980, C.440, as amended provides that the City shall have responsibility, with respect to certain storm sewers, for the collection of storm water and all the powers and rights provided by any general or special Act relating to the collection of storm water in the area:

NOW THEREFORE, the Council of the Corporation of the City of Mississauga enacts as a by-law thereof as follows:

SECTION 1.

DEFINITIONS

That in this By-Law, unless the context otherwise requires, the expression:

- 1.1 "Acute hazardous waste chemical" means a material which is an acute hazardous waste material within the meaning of Ontario Regulation 309, as amended, under the Environmental Protection Act (Ontario).
- 1.2 "Applicant" means the owner or his authorized agent who is responsible for obtaining sewer service for the owner's property and who may be required to sign forms supplied by the City of Mississauga authorizing various works with regard to this service, including the construction of lateral connections.
- 1.3 "Authorized representative of the owner or operator" means:
 - (i) A principal executive officer of at least the level of vice president, if the owner or operator is a corporation; or
 - (ii) A general partner or proprietor if the owner or operator is a partnership or proprietorship, respectively; or
 - (iii) A duly authorized representative of the individual designated above if such representative is responsible for the overall operation of the facilities from which the storm sewage discharge originates.
- 1.4 "Biochemical Oxygen Demand" or "B.O.D." means carbonaceous oxygen demand (biochemical) as determined by Method 507 in Standard Methods when an inhibiting chemical has been added to prevent ammonia oxidation.
- 1.5 "Blowdown" means the discharge of recirculating non-contact cooling water for the purpose of discharging materials contained in the water, the further buildup of which would cause concentrations in a body of water exceeding limits established by best engineering practices.
- 1.6 "Body of Water" includes any brook, creek, stream, river, lake, pond, reservoir, or other flowing or standing water.

12(w)

- 1.8 "Colour of a Liquid" means the appearance of a liquid from which the suspended solids have been removed.
- 1.9 "Commissioner" means the Commissioner of Public Works or his designate.
- 1.10 "Composite sample" means a sample which is composed of a series of grab samples taken at intervals during the sampling period.
- 1.11 "Cubic Metre" means a volume equal to 220 Imperial Gallons.
- 1.12 "Fuels" includes:
 - (i) any ignitable liquid intended for use as a fuel with a flash point less than 61 degrees Celsius as determined by one of the methods in Ontario Regulations 309, as amended, made under the Environmental Protection Act (Ontario) and
 - (ii) gasoline, naptha, diesel fuel or fuel oil.
- 1.13 "Gallon" means Imperial Gallon.
- 1.14 "Grab sample" is an aliquot of the flow being sampled taken at one particular time and place;
- 1.15 "Grease" or "Fat" means any substance which is extractible with petroleum ether or other designated solvent, in accordance with the Standard Methods expressed in mg/l.
- 1.16 "Hazardous industrial waste" means a material which is a hazardous industrial waste within the meaning of Ontario Regulation 309, as amended, made under the Environmental Protection Act (Ontario);
- 1.17 "Hazardous waste chemical" means a material which is a hazardous waste chemical within the meaning of Ontario Regulation 309, as amended, made under the Environmental Protection Act (Ontario);
- 1.18 "Ignitable waste" means a material which is an ignitable waste within the meaning of Ontario Regulation 309, as amended, made under the Environmental Protection Act (Ontario);
- 1.19 "Industrial" shall mean of or pertaining to industry, manufacturing, commerce, trade, business, or institutions as distinguished from domestic or residential;
- 1.20 "Industrial process area" means any industrial building, property or land area which during manufacturing, processing, or storage comes into direct contact with any raw material, intermediate product, finished product, by-product, or waste product;
- 1.21 "Inspector" means a person authorized by the Commissioner to carry out observations and inspections and to take samples as prescribed by this By-Law.
- 1.22 "Lateral" or "Lateral Connection" means the drainage pipe, connected to the storm sewer system which is designed to carry storm water from the site with or without premises and includes the pipes on private property usually referred to as the building sewer.
- 1.23 "Matter" includes any solid, liquid or gas or any combination thereof.

- 1.24 "mg/l" means milligrams per litre.
- 1.25 "Owner" or "Operator" means the owner or operator of any facility or activity subject to the provisions of this by-law. 12(4)
- 1.26 "Pathological waste" means a material which is a pathological waste within the meaning of Ontario Regulation 309, as amended, made under the Environmental Protection Act (Ontario) or any material which may be designated in writing by the Chief Medical Officer of Health (Ontario).
- 1.27 "PCB" means any monochlorinated or poly-chlorinated biphenyl or any mixture of these or mixture that contains one or more of them.
- 1.28 "PCB Waste" means a PCB waste within the meaning of Ontario Regulation 148/86 made under the Environmental Protection Act (Ontario).
- 1.29 "Person" means any person, firm, partnership, company or corporation or any trustee, manager or other person, either individually or jointly with others, owning or occupying any building or place or having the management of supervision of any building or place to which this By-Law applies and shall also include any agent, workman, servant or employee of such person, firm, partnership, company or corporation;
- 1.30 "Pesticides" means a pesticide regulated under the Pesticides Act (Ontario).
- 1.31 "pH" means the logarithm to the base 10 of the reciprocal of the concentration of hydrogen ions in moles per litre of solution.
- 1.32 "Phenolic Compounds" means those derivatives of aromatic hydrocarbons which have a hydroxyl group directly attached to the ring as determined by one of method 510 B or 510 C in Standard Methods.
- 1.33 "Phosphorus" means total phosphorus expressed as P and as determined by both Method 424 C plus one of Method 424 D, 424 E, 424 F, or 424 G in Standard Methods.
- 1.34 "Premises" means the building(s) or structure(s) located on publicly or privately owned property which may be serviced with a lateral connected to a storm sewer.
- 1.35 "Reactive waste" means a material which is a reactive waste within the meaning of Ontario Regulation 309, as amended, made under the Environmental Protection Act (Ontario).
- 1.36 "Region" and "Regional Corporation" mean the Regional Municipality of Peel.
- 1.37 "Regional Road" means any road for which the responsibilities for the construction, maintenance and operation of the road belong to the Regional Municipality of Peel.
- 1.38 "Regional Storm Sewer" means any storm sewer located within the boundaries of a Regional road.
- 1.39 "Severely toxic material" means any material listed in Schedule 3 of Ontario Regulation 309, as amended, made under the Environmental Protection Act (Ontario).

12(k)

- 1.40 "Sewage" and "Sanitary Sewage" means any liquid waste containing animal, vegetable or mineral matter in solution or in suspension in quantities which exceed maximum limits set for storm sewage.
- 1.41 "SIC code" means Standard Industrial Classification Code contained in either the Standard Industrial Classification manual published by the Minister of Supply and Services Canada, 1980 (Canadian SIC) or the Standard Industrial Classification Manual published by the Executive Office of the President, Office of Management and Budget, 1972 (U.S. SIC).
- 1.42 "Solvent extractable matter of animal or vegetable origin" means grease or oil as determined by Methods 503 B to 503 C or in Standard Methods.
- 1.43 "Solvent extractable matter of mineral or synthetic origin" means grease and oil as determined by Method 503 E in Standard Methods.
- 1.44 "Spill" means a discharge from out of a vehicle or other container that is abnormal in quality or quantity in light of all circumstances of the discharge.
- 1.45 "Standard Methods" means a procedure set out in Standard Methods for the Examination of Water and Waste Water published jointly by the American Public Health Association, American Water Works Association and Water Pollution Control Federation, current at the date of testing or a procedure published by the Ontario Ministry of the Environment as a standard method or the equivalent of a standard method.
- 1.46 "Storm Water" means water from rainfall or other natural precipitation or from the melting of snow or ice.
- 1.47 "Storm Sewage" means water sufficiently free of animal, vegetable or mineral matter to be considered non-objectionable, and in no case exceeding the maximum limits of contaminants as set out in this By-Law.
- 1.48 "Storm Sewer" means a sewer for the collection and transmission of uncontaminated water, storm water, drainage from land or from a watercourse or any combination thereof.
- 1.49 "Suspended Solids" means solid matter in or on a liquid, which matter is removable by filtering and dried at 103-105 degrees Celsius as determined by Method 209 C in Standard Methods.
- 1.50 "Uncontaminated Water" means water to which no matter has been added as a consequence of its use, or to modify its use, by any person.
- 1.51 "Waste disposal site leachate" means leachate from any waste disposal site.
- 1.52 "Waste radioactive materials" means any waste material exhibiting the property of spontaneous disintegration of atomic nuclei usually with the omission of penetrating radiation or particles.
- 1.53 "Watercourse" means an open channel or ditch constructed as or resulting from the construction of a municipal work in which a flow of storm water occurs either continuously or intermittently; road ditches and other natural depressions or watercourses draining into any such open channel or ditch, whether connected to a storm sewer or not.

SECTION 2.

CONNECTIONS:

That the following will apply with respect to applications for and construction of lateral connections to storm sewers.

- 2.1 Any person requiring service shall make application to the City for a lateral connection on the prescribed form.
- 2.2 Applicants for lateral connections will pay, prior to construction being undertaken, the charges stipulated by the City at the time of application.
- 2.3 Lateral connection materials and workmanship shall be to the satisfaction of the Commissioner.
- 2.4 The City does not guarantee the capacity of the storm sewer and shall not be liable for any damage of any kind which results from the lateral connection.
- 2.5 Where premises are removed or demolished, leaving the property clear of superstructures, the Commissioner may sever the lateral or otherwise stop up the pipe. Upon application for re-use of the lateral, reconnection may be directed by the Commissioner and any costs thereof will be borne by the applicant.
- 2.6 The Commissioner, with permission of the occupant, may enter on private property or into premises for purposes of maintenance of lateral connections including testing for and clearing of any blockages.

SECTION 3.

PLANS:

That where required, the applicant will submit detailed plans of proposed works and the following requirements will govern approval of the plans:

- 3.1 In each case of land development, where property so developed will be connected to the City's storm sewer system, a developer shall enter into an agreement with the City, setting out the storm sewer construction required and may include the installation of storm sewer laterals to various lots in the development.
- 3.2 The Commissioner may, from time to time, establish such standards as are necessary to govern the design and construction of all storm sewer works in the City Area and all persons must conform to such standards when initiating any new storm sewage works.
- 3.3 The Commissioner shall have the power to approve the plans and specifications of any work to ensure that the construction of storm sewer systems connected to or to be connected to City storm sewers comply with the standards established by the Commissioner.
- 3.4 Upon approval of plans and specifications for any work the Commissioner shall have the power to inspect the work during its construction and to order such changes as are necessary to ensure that the work conforms to City standards.

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SECTION 4.

REGIONAL STORM SEWERS:

That all applications for connection of laterals to a Regional storm sewer be directed to the Regional Municipality of Peel.

SECTION 5.

DISCHARGES TO STORM SEWERS:

5.1 No person shall discharge or deposit or cause or permit the discharge or deposit into land drainage works, or lateral connections to any City storm sewer, matter of any type or in any quantity which may interfere with the proper operation of a storm sewer, or which may obstruct a storm sewer or the flow therein, or which may be or may become a hazard to persons, animals, property or vegetation, or which may impair the quality of water in any well, lake, river, pond, spring, stream, reservoir or other water or watercourse or which may result in the contravention of an approval, requirement, direction or other order under the Ontario Water Resources Act or the Environmental Protection Act (Ontario) with respect to the storm sewer or its discharge, and, without limiting the generality of the foregoing, this prohibition shall include any of the following:

- (a) matter at a temperature greater than 40 degrees Celcius;
- (b) matter having a pH less than 6.0 or greater than 9.0 or which due to its nature or content becomes less than 6.0 or greater than 9.0;
- (c) matter containing more than 15 milligrams per litre of suspended solids;
- (d) matter containing dyes or colouring material;
- (e) matter containing solvent extractable matter of animal or vegetable origin or of mineral or synthetic origin which causes a visible film, sheen or discolouration on the water surface;
- (f) matter of which the biochemical oxygen demand exceeds 15 mg/l;

(g) matter containing any of the following in excess of indicated concentrations; 12(w)

Matter	Expressed as	Concentrations
Aluminium	Al	1.0 milligrams/litre
Arsenic	As	1.0 micrograms/litre
Barium	Ba	1.0 milligrams/litre
Cadmium	Cd	1.0 micrograms/litre
Chlorine	Cl ₂	1.0 milligrams/litre
Chromium	Cr	200 micrograms/litre
Copper	Cu	10 micrograms/litre
Cyanide	HCN	0.1 milligrams/litre
Fecal Coliform		200 per 100 millilitres
Fluoride	F	2.0 milligrams/litre
Iron	Fe	1.0 milligrams/litre
Lead	Pb	50 micrograms/litre
Manganese	Mn	1.0 milligrams/litre
Mercury	Hg	1.0 micrograms/litre
Nickel	Ni	50 micrograms/litre
Phenolic Compounds		10 micrograms/litre
Phosphorus	P	1.0 milligrams/litre
Tin	Sn	1.0 milligrams/litre
Zinc	Zn	50 micrograms/litre

(h) the following matters in any amount:

Sewage
Once-through cooling water
Blowdown

(i) the following materials in any amount:

Automotive or Machine Oils and Greases
Fuels
Paints and Organic Solvents
PCBs
Pesticides
Severely Toxic Materials
Waste Disposal Site Leachate
Waste Radioactive Materials

(j) the following hazardous wastes in any amount:

Acute Hazardous Waste Chemicals
Hazardous Industrial Wastes
Hazardous Waste Chemicals
Ignitable Wastes
Pathological Wastes
PCB Wastes
Reactive Wastes.

5.2 Subclause 5.1 (h) does not apply to prevent the discharge of once-through cooling water or blowdown when,

- the once-through cooling water or blowdown is being discharged pursuant to a certificate of approval or order relating to the premises under the Environmental Protection Act (Ontario) or the Ontario Water Resources Act which expressly allows the discharge and a copy of the certificate or order has been provided to the City; or
- the owner or operator of the premises has written approval from the City which expressly authorizes the discharge from the premises.

12(h)

- 5.3 The Provisions of Subclause 5.1 apply to the discharge of storm water runoff from industrial process areas to a storm sewer and to any storm water discharge to a storm sewer to which the matter prohibited by Subclause 5.1 has been added for the purpose of disposing of the matter.
- 5.4 The provisions of Subclause 5.1 (c), (d), (e), and (f) do not apply to prevent the discharge of storm water run-off from an industry to a storm sewer when,
- (a) the owner or operator of the premises has a certificate of approval or order relating to the premises under the Environmental Protection Act (Ontario) or the Ontario Water Resources Act which expressly allows the discharge and a copy of the certificate of approval or order has been provided to the City; or
 - (b) the owner or operator of the premises has written approval from the City for a Best Management Practices Plan (BMP) which has been prepared in accordance with Schedule A.
- 5.5 The provisions of Subclause 5.1 (d) do not apply to prevent dye testing by the Commissioner to ascertain storm sewer connections.
- 5.6 Where any matter to be discharged exceeds the limits as set out herein the provision of private waste treatment facilities may be required. All such private installations must be constructed and operated to the satisfaction of the Commissioner.

SECTION 6

REPORTS

- 6.1 Notwithstanding Section 5, the owner or operator of any industrial premises or class of industrial premises listed in Schedule B shall not discharge or deposit or cause or permit the discharge or deposit of sewage into or in land drainage works, private branch drains or connections to any storm sewer, after the _____ day of _____.
- 6.2 Subsection 6.1 does not apply with respect to any industrial premises for which a current Waste Survey Report prepared in accordance with Subsections 6.3 and 6.4 has been filed at the City.
- 6.3 The Waste Survey Report shall contain the following information and shall be signed by an authorized representative of the owner or operator:
- (a) name and address of the premises, and name of its owner and operator;
 - (b) description of process operations, including waste discharge rates and contaminant concentrations, hours of operation, and Canadian or U.S. Standard Industrial Classification Codes;
 - (c) a schematic process diagram indicating waste discharge points and waste descriptions;

- (d) the generator registration number, if any, assigned with respect to the premises under Ontario Regulation 309 made under the Environmental Protection Act (Ontario), and
- (e) the waste class, hazardous waste number, primary and secondary characteristics and analytical data and name of the laboratory, if any, furnished to the Ontario Ministry of the Environment under Ontario Regulations 309 made under the Environmental Protection Act (Ontario) relating to any material discharged into or in land drainage works, private branch drains or connections to any storm sewer.

6.4 The Waste Survey Report shall be in the form attached as Schedule B1.

6.5 Where a change occurs in any information required in Clause 6.3 (a) contained in a Waste Survey Report, the owner or operator of the premises shall submit the new information within 30 days of the change.

6.6 Where a change occurs in any information required in Clauses 6.3 (b), (c), (d), or (e) described in a Waste Survey Report, the owner or operator of the premises shall not discharge or deposit or cause or permit the discharge or deposit of sewage into or in land drainage works, private branch drains or connections to any storm sewer, for 60 days after a new Waste Survey Report has been submitted setting out the change.

SECTION 7

COMPLIANCE PROGRAM

- 7.1 A compliance program may be issued as set out in subsections 7.2 to 7.6 and 7.9 for the discharge of a non-complying effluent during the period of planning, design, construction or installation of facilities to eliminate the non-compliance.
- 7.2 The owner or operator of industrial premises may submit to the City a program to prevent or to reduce and control the discharge or deposit or uncontaminated water or storm water or eliminate the discharge or deposit of sewage into or in land drainage works, private branch drains or connections to any storm sewer from the premises.
- 7.3 The City may issue an approval for a compliance program to the person who submitted the program.
- 7.4 Every compliance program shall be for a specified length of time during which the facilities are to be installed and shall be specific as to the remedial actions to be implemented, the dates of commencement and completion, and the materials or other characteristics of the uncontaminated water or storm water to which it relates. The final activity completion date shall not be later than the final compliance date in the compliance program.
- 7.5 The compliance program shall be in the form attached as Schedule D.
- 7.6 A person to whom a compliance program has been issued shall submit a compliance program progress report within 14 days after the scheduled completion date for each activity listed in the compliance program.

- 12637
- 7.7 The compliance program progress report shall be in the form attached as Schedule E.
- 7.8 Where the operating authority for the land drainage works or storm sewer which is receiving uncontaminated water or storm water from the premises identified in the letter of compliance program is not the City, the compliance program does not become effective unless the operating authority has reviewed and approved the compliance program.
- 7.9 A person to whom a compliance program has been issued shall not be prosecuted under section 5 of this by-law for the discharge or deposit of uncontaminated water or storm water containing the matters specified in the compliance program within the time period that the compliance program is applicable so long as the compliance program is being fully adhered to.

SECTION 8

SAMPLING AND ANALYSIS

- 8.1 Where a sample is required for the purpose of determining the characteristics or contents of the uncontaminated water or storm water to which reference is made in this by-law;
- (a) one sample alone is sufficient and, without limiting the generality of the foregoing the sample may be a grab sample or a composite sample, may contain additives for its preservation and may be collected manually or by using an automatic sampling device;
 - (b) except as otherwise specifically provided in this by-law, all tests, measurements, analyses and examinations of uncontaminated water and storm water, shall be carried out in accordance with Standard Methods; and
 - (c) for each one of the following metals: aluminum, arsenic, cadmium, chromium, copper, iron, lead, manganese, mercury, nickel, tin, and zinc whose concentration is limited in Subclause 5.1(g), the analysis shall be for the quantity of total metal, which includes all metal both dissolved and particulate.

SECTION 9

SPILLS

- 9.1 Every person who discharges or deposits or causes or permits the discharge or deposit of uncontaminated water or storm water into or in land drainage works, private branch drains or connections to any storm sewer shall, if such discharge or deposit is not in the ordinary course of events, forthwith notify the City.
- 9.2 Every person who discharges or deposits or causes or permits the discharge or deposit of any of the items listed in Subclauses 5.1(i) and (j) into or in land drainage works, private branch drains or connections to any storm sewer shall forthwith notify the City.
- 9.3 For any of the discharges in subsections 9.1 or 9.2 for which the person is required to forthwith notify the City, the notification shall include the following information:

- 12(a)
- (a) name of the company and the address of location of spill
 - (b) name of person reporting the spill and telephone number where that person can be reached
 - (c) time of the spill
 - (d) type and volume of material discharged and any associated hazards and
 - (e) corrective actions being taken to control the spill.

9.4 Within five days following a discharge to which subsection (5) applies, the person shall submit to the City or agency a detailed written report describing the cause of the spill and the actions taken or to be taken to prevent a recurrence.

SECTION 10

GENERAL

That the following regulations shall apply:

- 10.1 The Commissioner may take such steps as may be necessary to prevent the pollution of any body of water within the City and may issue orders requiring any person in the City who is polluting any body of water within the City to abate, control, discontinue or stop such pollution.
- 10.2 For the purpose of the administration of this By-Law, the Commissioner shall have the right to, upon production of his identification, enter any property or premises to inspect, observe, measure and sample the discharge to any storm sewer.
- 10.3 No person shall break, damage, destroy, deface, alter or tamper with any part of a storm sewer or any device whether permanently or temporarily installed in a storm sewer for the purpose of measuring, sampling and testing of any matter.
- 10.4 The compliance program contemplated by Section 7 may be terminated by the City on 30 days written notice if the discharge covered by the compliance program is causing contravention of Clause 5.1 of the by-law.
- 10.5 The compliance program contemplated by Section 7 may be terminated by the City by written notice any time where there is an emergency situation of immediate threat or danger to any person, property, plant or animal life, or waters.

SECTION 11

OFFENCES

That the following remedies and penalties shall apply:

- 11.1 Every person who contravenes any provision of this by-law is guilty of an offence and upon conviction under the Provincial Offences Act is liable to the following penalties:
 - a) If an individual; to a fine of not more than \$5000.00 for a first offence and \$10,000 for any subsequent offence.
 - b) If a Corporation; to a fine of not more than \$25,000.00 for a first offence and \$50,000 for any subsequent offence.

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11.2 (a) In addition to any other remedy or penalty imposed by this By-Law where matter is being discharged into storm sewers in violation of this By-Law, the Commissioner may, at the cost of the owner of the said lands and premises, sever from the storm sewer or otherwise stop up the lateral connection for the lands and premises from which the matter is being discharged.

(b) The said lands and premises shall not be reconnected to the City sewer system by the owner until authorized by the Commissioner and the City has been paid the cost of disconnecting the lateral.

11.3 In default of payment of any monies due to the City after due notice, the Commissioner may sever or stop up the lateral connection or otherwise prevent the use of the sewer system. This authority does not preclude the City from taking other legal measures available to it for collection of accounts due for service rendered.

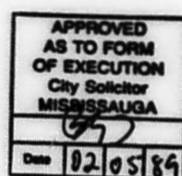
11.4 In the situation of a discharge or deposit of storm sewage containing one or more substances restricted in Section 5 of this By-Law, each exceedance of a restricted matter or material constitutes a separate offence.

This By-Law repeals By-Law Number 9803 and amendments thereto, enacted by the former Town of Mississauga.

ENACTED AND PASSED THIS _____ day of _____ 1989.

MAYOR _____

CLERK _____



SCHEDULE A - BEST MANAGEMENT PRACTICES (BMP) PLAN

12(cc)

A Best Management Practices Plan is a plan agreed to by the City with guidance from the Ontario Ministry of the Environment and is developed for activities which are associated with or ancillary to industrial manufacturing or treatment processes. The ancillary sources addressed in BMP plan are material storage areas; loading and unloading areas; plant site runoff; in-plant transfer, process, and material handling areas; and sludge and hazardous waste disposal areas. In general, the BMP Plan will include practices used by industry for pollution control from these sources, safety programs, fire protection, protection against loss of valuable raw materials or products, etc. The following elements must be included in a BMP Plan:

General

1. Name and location of facility
2. Statement of BMP policy and objectives
3. Review by plant manager

Specific

1. Establishment of BMP Committee
2. Risk Identification and Assessment
3. Reporting of BMP Incidents
4. Materials Compatibility
5. Good Housekeeping
6. Preventive Maintenance
7. Inspection and Records
8. Security
9. Employee Training

12/6/67

SCHEDULE B - INDUSTRIAL SECTORS

CATEGORY	SIC	SIC (CANADIAN)
Construction Industry	1600-1799	4011-4499
Food and Kindred Products		
Meat	2011-2013	1011
Poultry	2016-2017	1012
Dairy	2021-2026	1041-1049
Fruit and Vegetables	2032-2038	1031-1032
Grain Mills	2041-2048	1051-1059
Fats and Oils	2074-2079	1061
Bakery Products	2051-2052	1071-1072
Sugar Processing	2061-2067	1081-1089
Beverages	2082-2087	1111-1141
Seafood Processing	2091-2092	1021
Misc. Food Processing	2095-2099	1091-1099
Tobacco	2110-2141	1211-1221
Textile Mill Products		
Primary Textiles	2211-2269	1800-1899
Textile Products	2271-2299	1900-1999
Apparel & Other Textile Prod.	2311-2399	2441-2499
Lumber and Wood Products		
Timber Products Processing	2411-2499	2511-2599
Wood Preserving	2491	2591
Wood & Metal Furniture Manu.	2510-2599	2611-2699
Paper and Allied Products		
Pulp, Paper & Paperboard Mills	2600-2631	2711-2712
Misc. Converted Paper Products	2640-2655	2731-2799
Building Paper and Board Mills	2661	2713-2719
Printing and Publishing	2700-2799	2811-2899
Chemicals and Allied Products		
Inorganic Chemicals Manufact.	2810-2819	3711
Phosphate Manufacturing	2819	3721-3729
Plastics, Resins & Synthetic Fibers M.	2821-2824	3731
Pharmaceutical Manufacturing	2830-2834	3741
Soaps and Cosmetics	2840-2844	3761-3771
Paints, Varnishes Manufacture	2851	3751
Gums and Wood Chemicals	2861	3712
Dye Manufacture	2865	3712
Organic Chemicals & Pesticide Man	2869	3712
Pesticide Formulation	2879	3712
Fertilizer Manufacture	2873-2875	3721-3729
Adhesives and Sealants	2891	3792
Explosives	2892	3711
Ink Manufacture	2893	3791
Carbon Black	2895	3711
Chemicals & Chemical Prepar.	2899	3711
Petroleum Refining	2911	3611
Paving and Roofing Materials	2951-2952	3699
Coal & Petroleum Products	2991-2999	3612-3698
Rubber and Misc. Plastic Products		
Rubber Products	3011-3069	1500-1599
Plastics Molding	3070-3079	1600-1699

CATEGORY	SIC	SIC (CANADIAN)
<u>Leather and Leather Products</u>		
Leather Tanning and Finishing	3111	1711
Leather Goods	3131-3199	1712-1719
<u>Stone, Clay and Glass Products</u>		
Stone, Clay and Glass Products	200-3299	3511-3599
Asbestos Manufacturing	3292	3592
Glass Manufacturing	3211-3229	3561-3562
Cement Manufacturing	3271-3273	3521-3551
<u>Primary Metal Industries</u>		
Iron and Steel	3300-3317	2911-2921
Foundries	3321-3325	2941
Nonferrous Metals Forming/Manu.	3331-3369	2951-2999
Aluminum Forming	3353-3355	2951
Copper Forming	3351-3357	2959
Misc. Primary Metal Products	3390-3399	2999
<u>Fabricated Metal Products</u>		
Metal Finishing	3411-3469	3011-3099
Electroplating	3471	3011-3099
Coil Coating	3479	3011-3099
Ordinance and Accessories	3482-3489	3011-3099
Misc. Fabricated Metal Products	3490-3499	3011-3099
<u>Equipment and Machinery</u>		
Machinery Manufacturing	3500-3599	3111-3199
Electrical & Electronic Comp.	3612-3690	3311-3399
Battery Manufacturing	3691-3692	3391
Misc. Electrical Equipment	3693-3699	3392-3399
Transportation Equipment	3711-3799	3211-3299
Instruments & Related Products	3811-3873	3911-3914
Misc. Manufacturing	3911-3999	3921-3999
Photographic Chemicals Manu.	3861	
<u>Transportation and Public Services</u>		
Transportation Services	4000-4799	4511-4599
Electricity Generation & Dist	4911-4931	4911
Water Supply	4941	4931
Waste Treatment and Disposal	4952	4999
Refuse Systems	4953	4999
Hazardous Waste Treaters	4953	4999
<u>Wholesale and Retail Industry</u>		
Petroleum Products Dealers	5983-5989	5111
Automobile Wrecking	5015	5911
Barrel and Drum Reclaimers	5085	5919
Scrap and Waste Materials	5093	5919
Solvent Reclaimers	5093	5919
Waste Oil Reclaimers	5093	5919
<u>Services</u>		
Furniture Refinishing	7641	6213
Gasoline Service Stations	5541	6331
Automotive Repair	7532-7549	6351-6399
Photographic Services	7384	6571
Hospitals and Clinics	8062-8072	8611-8619
Industrial and Commercial Laundries	7211-7219	9721-9729
Funeral Services	7261	9731
Disinfecting & Exterminating	7342	9951
Building Maintenance	7349	9952-9959

12/8/87

SCHEDULE B1 - WASTE SURVEY REPORT

CITY OF MISSISSAUGA
WASTE SURVEY REPORT

SECTION 1 - General Information

(a) Name of Person Submitting Report

(name)

(company name, corporation, owner)

(telephone no)

(postal address)

(postal code)

(b) Company Officer responsible for effluent control:

(name)

(telephone no.)

(c) Location of Premises:

(number, street, or road, municipality)

THE INFORMATION CONTAINED IN THIS REPORT TO THE BEST OF MY KNOWLEDGE AND
BELIEF IS TRUE, COMPLETE AND ACCURATE.

(authorized representative)

(title)

(date)

SECTION 2 - Product or Service Information

12/9/97

(a) Canadian or Standard Industrial Classification Codes (SIC)

These are ☐ Canadian SICs or ☐ SICs

(b) Brief description of manufacturing or service activities:

(c) Principal products produced or services rendered:

(d) Number of employees:

plant: _____ office: _____

(e) Number of shifts per day: _____ Number of days per week: _____

(f) Are major processes:

☐ batch ☐ continuous ☐ both

If batch, average number of batches per 24-hour day: _____

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(g) Is the production subject to seasonal variation:

☐ yes ☐ no

If yes, briefly describe seasonal production cycle:

(h) Is there a special clean-up period: ☐ yes ☐ no

If yes, briefly describe clean-up period activities:

SECTION 3 - WASTE CHARACTERISTICS

(a) List all sources of water supply: _____

(b) Type of waste discharged (check all that apply):

<u>TYPE</u>	<u>AVE. FLOW/DAY (m³/day)</u>	
☐ sanitary	_____	☐ estimated ☐ measured
☐ noncontact cooling	_____	☐ estimated ☐ measured
☐ contact cooling	_____	☐ estimated ☐ measured
☐ process	_____	☐ estimated ☐ measured
☐ other	_____	☐ estimated ☐ measured

(c) Wastes are discharged to (check all that apply):

12 (w)

TYPE	AVE. FLOW/DAY (m ³ /day)	
☐ sanitary #1	_____	☐ estimated ☐ measured
☐ sanitary #2	_____	☐ estimated ☐ measured
☐ storm sewer #1	_____	☐ estimated ☐ measured
☐ storm sewer #2	_____	☐ estimated ☐ measured
☐ ground water	_____	☐ estimated ☐ measured
☐ surface water	_____	☐ estimated ☐ measured
☐ evaporation	_____	☐ estimated ☐ measured

(attach additional list as necessary)

(d) Expected characteristics of wastes discharged to storm sewers (complete pollutant Information Sheets for the discharge to each sewer).

SECTION 4 - Physical Lay-out

Layout sketch of property (to scale or approximate) to co-ordinate buildings, pretreatment works, property boundaries, effluent lines, and sanitary storm sewer connections. (Number sewers so that they can be related to Pollutant Information Sheets).

SECTION 5 - Regulation 309 Information

For wastes discharged into or in connection to any storm sewer.

(a) Generator registration number: _____

SECTION 6 - Regulation 309 Information

For wastes discharged into or in connection to any storm sewer (complete Section 6 for each sewer).

(a) Description of waste: _____

12/8/87

(b) Description of generating process: _____

(c) Primary characteristic: _____

Analytical data (if applicable): _____

Name of Laboratory (if applicable): _____

Waste Class: _____ Hazardous Waste Number: _____

(d) Secondary characteristic: _____

Analytical data (if applicable): _____

12 (kk)

SECTION 7 - Pretreatment

Pretreatment devices or processes used for treating wastes before discharge to the storm sewer system (check as many as appropriate):

- ☐ Air flotation
- ☐ Centrifuge
- ☐ Chemical precipitation
- ☐ Chlorination
- ☐ Cyclone
- ☐ Filtration
- ☐ Flow Equalization
- ☐ Grease or oil separation, type _____
- ☐ Grease trap
- ☐ Grit Removal
- ☐ Ion Exchange
- ☐ Neutralization, pH correction
- ☐ Ozonation
- ☐ Reverse Osmosis
- ☐ Screening
- ☐ Sedimentation
- ☐ Septic tank
- ☐ Solvent separation
- ☐ Spill protection
- ☐ Sump
- ☐ Biological treatment, type _____
- ☐ Rainwater diversion or storage _____
- ☐ Other chemical treatment, type _____
- ☐ Other physical treatment, type _____
- ☐ Other, type _____
- ☐ No pretreatment provided

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SECTION 8 - Pollutant Information Sheet (Controlled Matter)

Information for storm sewer number _____

Indicate by placing an "x" in the appropriate box for each listed parameter whether it is "suspected to be absent", "known to be absent", "suspected to be present" or "known to be present" and the known or expected concentration in milligrams per litre.

PARAMETER	KNOWN	SUSPECTED	KNOWN	SUSPECTED	CONCENTRATION mg/litre
	PRESENT	PRESENT	ABSENT	ABSENT	
1. Chlorides	[]	[]	[]	[]	_____
2. Aluminum	[]	[]	[]	[]	_____
3. Iron	[]	[]	[]	[]	_____
4. Fluoride	[]	[]	[]	[]	_____
5. Phosphorus	[]	[]	[]	[]	_____
6. Chromium	[]	[]	[]	[]	_____
7. Lead	[]	[]	[]	[]	_____
8. Manganese	[]	[]	[]	[]	_____
9. Tin	[]	[]	[]	[]	_____
10. Copper	[]	[]	[]	[]	_____
11. Cyanide	[]	[]	[]	[]	_____
12. Nickel	[]	[]	[]	[]	_____
13. Zinc	[]	[]	[]	[]	_____
14. Arsenic	[]	[]	[]	[]	_____
15. Cadmium	[]	[]	[]	[]	_____
16. Phenolic compounds	[]	[]	[]	[]	_____
18. Mercury	[]	[]	[]	[]	_____
19. BOD	[]	[]	[]	[]	_____
20. TSS	[]	[]	[]	[]	_____
21. Oil & Grease (animal/veg)	[]	[]	[]	[]	_____
22. Oil & Grease (mineral/syn)	[]	[]	[]	[]	_____

SCHEDULE C - LETTER OF COMPLIANCE PROGRAM

12(mmm)

LETTERHEAD

Address: _____ Date : _____

Attention of: _____

COMPLIANCE PROGRAM NUMBER _____

In accordance with the provision of Section 7 of The City of Mississauga By-law _____, you are hereby granted a compliance program for the attached program identified in Appendix I subject to the following conditions:

1. During the period covered by this compliance program only, the quality of the _____ (uncontaminated water, or stormwater) discharged by your Company from the said premises to the storm sewer system or land drainage works may exceed the limits set by By-law _____ with respect to the parameters listed below provided that they shall not exceed the following limits at any time:

	<u>parameter</u>	<u>limit (mg/litre)</u>
(a)	_____	_____
(b)	_____	_____
(c)	_____	_____
(d)	_____	_____
(e)	_____	_____
(f)	_____	_____

12/1/77

2. The discharge of _____ (uncontaminated water or stormwater) by your company from the said premises containing the parameters listed in Item 1 in excess of the limits listed in Item 1 shall constitute a contravention of this compliance program and thus a contravention of the said by-law.
3. The compliance program may be terminated at any time on 30 days written notice sent by registered mail addressed to the Company at the said premises, if
 - (a) The discharged matter is causing damage to the sewers, materially increasing their maintenance costs or causing a dangerous condition; or
 - (b) The discharged matter is causing a hazard to any person, animal, property, or vegetation; or
 - (c) The discharged matter is contrary to By-law No. _____ in any way other than as provided herein.
4. The compliance program may be terminated at any time where there is an emergency situation of immediate threat or danger to any person, property, plant or animal life, or waters.
5. This compliance program shall remain in force until _____ provided the following timetable is adhered to:

COMPLIANCE PROGRAM ACTIVITIES	SCHEDULED COMMENCEMENT DATE	SCHEDULED COMPLETION DATE
a. Select Engineer	_____	_____
b. Engineering Investigation of Conditions	_____	_____
c. Select Treatment Process & Design Criteria (Treatability Studies)	_____	_____

(d) Detailed Design of
Treatment System
(Plans & Specifications) _____

(e) Preparation of Operations
Manual _____

(f) Select Contractor for
Installation/Construction _____

(g) Commence Construction _____

(h) Complete Construction _____

12(00)

6. You must, however, take all necessary steps to ensure that all other conditions and parameters listed in the By-law are not exceeded, as there are no other exemptions.

7. This Compliance Program has been reviewed and is acceptable to the Corporation of the Region of Peel. (This section is only used where the contaminants dealt with may have an effect on Regional storm sewers e.g., where the waters first run through the City of Mississauga collector storm sewers before entering Regional storm sewer).

8. You must acknowledge your acceptance of this compliance program by returning a signed copy of this letter of compliance program within 30 days of your receipt of the letter.

Municipal Officer

Signed and Accepted by:

Authorized Representative

Company Name

12/4/87

SCHEDULE D - COMPLIANCE PROGRAM PROGRESS REPORT*

COMPANY NAME: _____ ADDRESS: _____

DATE SUBMITTED: _____ AUTHORIZED REPRESENTATIVE: _____

1. COMPLIANCE PROGRAM ACTIVITY DESCRIPTION: _____

2. SCHEDULED COMPLETION DATE FOR ABOVE ACTIVITY: _____

3. ACTIVITY COMPLETED ON SCHEDULE? YES [] NO []

4. IF NOT ON SCHEDULE, INDICATE ANTICIPATED COMPLETION DATE: _____

5. STATE REASON FOR DELAY, IF APPLICABLE: _____

6. WHAT ACTION HAS BEEN INITIATED TO RETURN PROJECT TO ORIGINAL SCHEDULE?

* Report is to be submitted within 14 days after scheduled completion of each Activity listed in the Compliance Program.



Corporate Report

Received by
Clerk's Dept. MAY 26 1989

Clerk's Files T-80034

Originator's
Files T-80043
II 141 00045

JUN 7 1989

OPERATIONS/WORKS

DATE: May 4, 1989.
TO: Chairman and Members of the Operations and Works Committee
FROM: William P. Taylor, Commissioner of Public Works Department.
SUBJECT: Permission to Enter and Construct Agreement to proceed with the construction of the intersection of Dundas Street East and Mattawa Avenue.

ORIGIN: Public Works Department

COMMENTS:

At the request of the City of Mississauga, Pajelle Investments Limited was required to prepare design plans for intersection works at Mattawa Avenue and Dundas Street East including the realignment of the driveways from The Brick (Hidden Cove Limited) and Midtown Furniture (Propelling Investments Limited) stores. (see attached sketch)

Under an agreement between Pajelle Investments Limited and the Corporation of the City of Mississauga the developer was also required to provide the City with a Letter of Credit in the estimated value of the works (\$175,724.00) and the City would undertake the construction.

To facilitate the driveway realignment, it is also necessary to modify a section of the internal parking areas of these two furniture stores. These works are included as part of the intersection contract.

For the City to proceed with the described construction, it was required that a Permission to Enter and Construct Agreement be entered into with the owners of The Brick and Midtown Furniture. This agreement was prepared by the City's Legal Department and executed by both store owners, Propelling Investments Limited and Hidden Cove Limited.

The construction of this intersection and the driveway modification are planned to commence in July of 1989 and be completed before August 31, 1989 in accordance with the time frame approved by the owners of The Brick and Midtown Furniture.

May 4, 1989.

CONCLUSION:

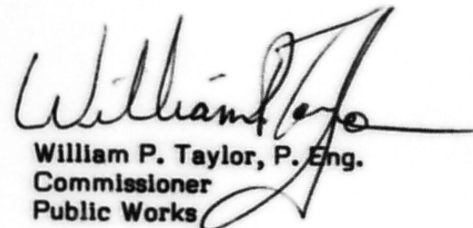
As the City wishes to complete the construction of the intersection of Mattawa Avenue and Dundas Street including the modification to the driveway and parking area of The Brick and Midtown Furniture stores within the approved time period between July 1, 1989 and August 31, 1989, it is necessary that the Permission to Enter and Construct Agreement between Propelling Investments Limited and Hidden Cove Holdings Limited and the Corporation of the City of Mississauga be finalized as soon as possible.

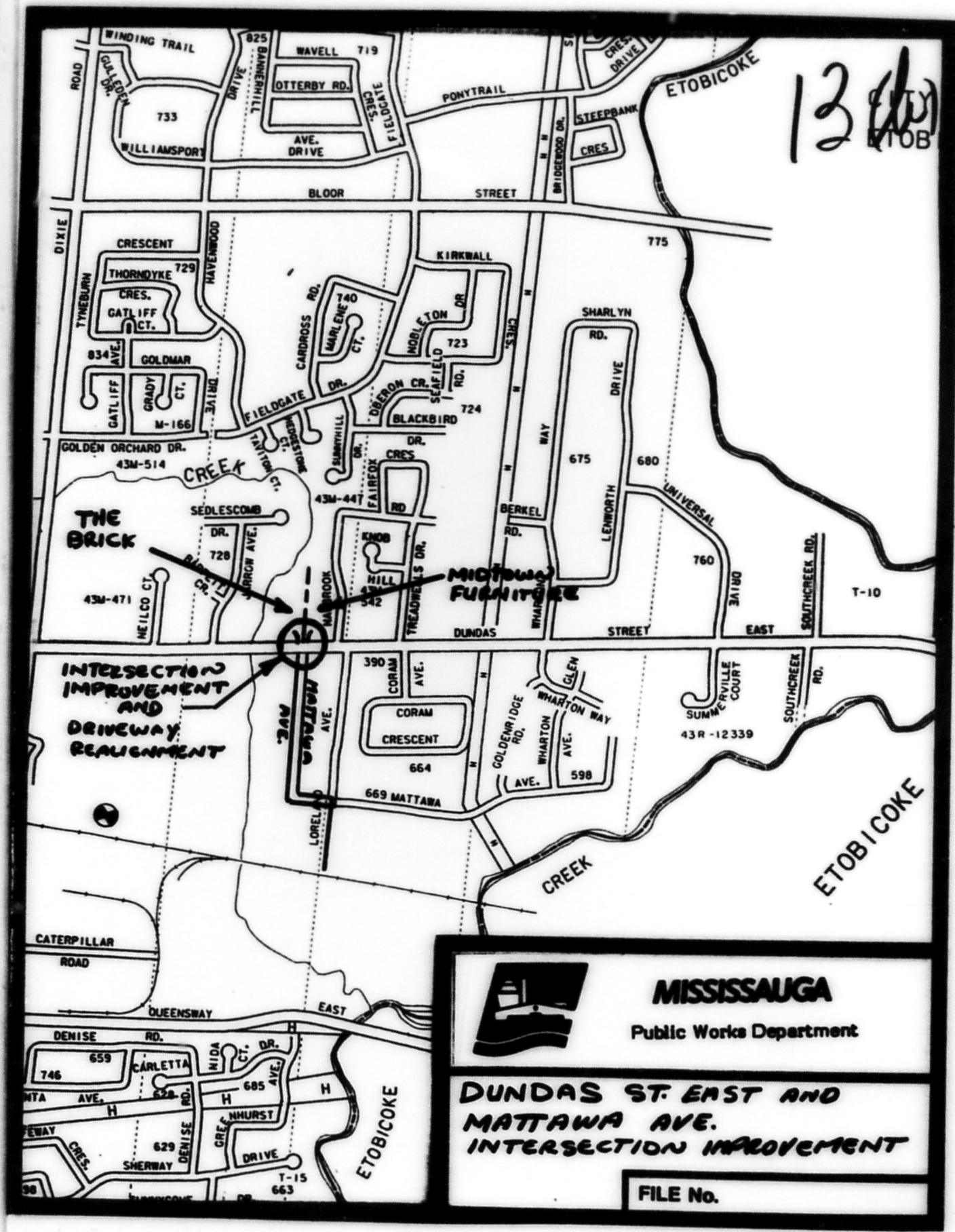
RECOMMENDATION:

That a by-law be passed authorizing the Mayor and City Clerk to execute the Permission to Enter and Construct Agreement with Propelling Investments Limited and Hidden Cove Holdings Limited to allow the City to proceed with the construction of the intersection works at Mattawa Avenue and Dundas Street East including the driveway relocations and parking lot modifications within The Brick and Midtown Furniture properties as specified on the approved plans.

gb
Attch.

0942E/0259E


William P. Taylor, P. Eng.
Commissioner
Public Works





Received by
Clerk's Dept.

MAY 30 1989

Clerk's Files

F.05.04.05

Originator's
Files

11 141 00045

OPERATIONS/WORKS JUN 7 1989

DATE: May 26, 1989
TO: CHAIRMAN AND MEMBERS OF THE OPERATIONS AND WORKS COMMITTEE.
FROM: W. P. Taylor, Public Works Department.
SUBJECT: Plastics Recycling

ORIGIN: Public Works Department

BACKGROUND: The Public Works Department implemented a pilot recycling project for mixed plastics on December 1, 1988. This project is to be extended City-wide as part of the curbside recycling program in August, 1989.

COMMENTS:

The MOE has advised that funding support is available through the on-going Municipal Funding program and that Mississauga should include the additional costs associated with mixed plastics recycling in the 1989-1990 funding request.

Public Works staff have researched potential purchasers for the scrap plastics that will be collected from the expanded curbside recycling program.

Sagres Metal and Plastics Limited has provided a proposal acceptable to staff.

A letter of commitment has been received from Sagres Metal and Plastics Limited (see Exhibit 1) in which this company has agreed to purchase all the scrap plastic collected under the recycling program, in baled form, at a price of \$60.00 per tonne. The plastic is to be picked up at Laidlaw's yard, 1126 Fewster Drive, Mississauga. This commitment extends over the period of August 14, 1989 to May 30, 1991 inclusive. The termination date coincides with the expiration of the City's current contract with Laidlaw.

Sagres Metals and Plastics Limited, with its head office in Langley, British Columbia, is in the process of acquiring a building in the Mississauga area to receive and process the plastics for market.

May 26, 1989

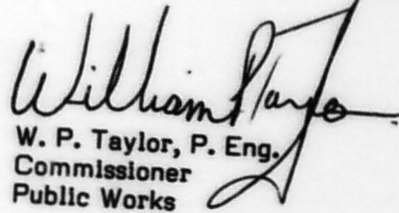
124(a)

CONCLUSION:

The proposal of Sagres Metal and Plastics Limited for the purchase of scrap plastics collected under the City's curbside recycling program is acceptable to Public Works staff.

RECOMMENDATION:

That the proposal from Sagres Metal and Plastics Limited to buy the City's scrap plastics for \$60.00 per tonne F.O.B. Laidlaw's yard, during the period August 14, 1989 through May 31, 1991, inclusive be accepted and that the necessary agreement be prepared by the Legal Department for execution by the Mayor and Clerk on behalf of the City of Mississauga.


W. P. Taylor, P. Eng.
Commissioner
Public Works

WS/BRB/mt
0817E/72-73

EXHIBIT 1

SCAPPS METAL & PLASTICS LIMITED
WINDY TELEGRAPH TRAIL, R.A. 5
LAWRENCE, BRITISH COLUMBIA
CANADA V6A 4P6

April 21, 1989

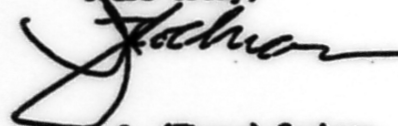
Mr. A.E. McDonald, P.Eng.
Director, Constructions & Operations
Public Works Department
City of Mississauga
300 City Centre Drive
MISSISSAUGA, Ont.
L5B 3C1

Dear Mr. McDonald;

In response to your letter dated April 20, 1989, please accept this letter as confirmation of our commitment to purchase scrap plastic from your blue box program commencing August 14, 1989 through to June 30, 1991. The purchase price will be \$ 60.00 per tonne F.O.B. Laidlaw's facility and paid monthly.

We thank you for showing the necessary confidence in our company by awarding us this contract and we look forward to a mutually beneficial association.

Yours truly,



T.J. (Thane) Cochran
President

TJC/tk

cc. Mr. W.S. Vinter



Corporate Report

Received by
Clerk's Dept.

Clerk's Files 43M-777
43M-893

Originator's
Files

OPERATIONS/WORKS JUN 7 1989

DATE: May 17, 1989
TO: Chairman and Members of the
Operations and Works Committee
FROM: Terence L. Julian
City Clerk
SUBJECT: Release and Abandonment of Easements described in Instrument
LT701349 as Parts 1 to 4 inclusive, Plan 43R-13538, Testimony
Investments Limited.

ORIGIN: Memorandum of April 21, 1989 from the Public Works Department.

COMMENTS: The City was conveyed by Instrument LT701349 as a condition of
development by Testimony Investments Limited, right-of-way
easements described as Parts 1, 2, 3 and 4 on Plan 43R-13538.

The right-of-way easements were to serve as temporary turning
circles until such time as the lands subject to the easements were
to be developed by plans of subdivision.

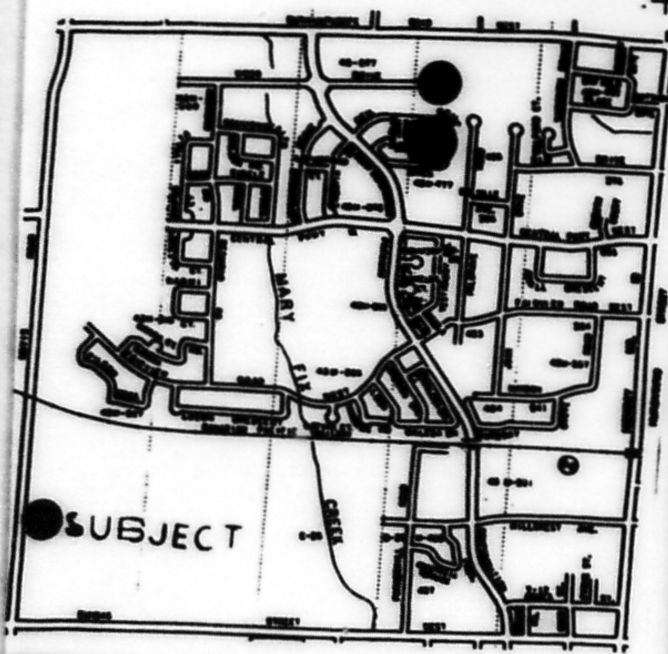
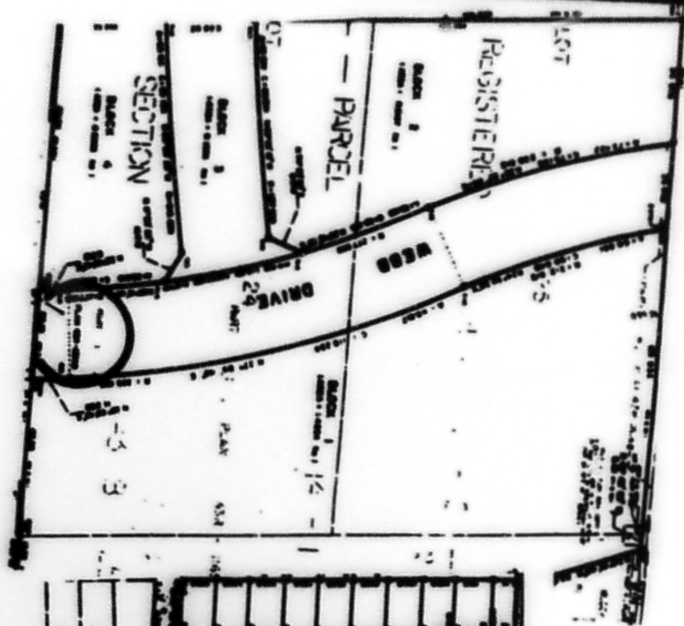
Part 1 on Plan 43R-13538 is now part of Webb Drive on Plan
43M-893 and Parts 2, 3 and 4 are integrated in to part of the
municipal highway system on Plan 43M-777 (Part 2, Riel Drive)
(Parts 3 and 4, Macedonia Crescent).

RECOMMENDATION: That a By-law be enacted authorizing execution by the City of a
Release and Abandonment in favour of Testimony Investments
Limited of the right-of-way easements described in Instrument
No. LT701349 as Parts 1, 2, 3 and 4 on Plan 43R-13538.

Terence L. Julian
City Clerk

PJS:mc

15(a)



MISSISSAUGA
Clark's Department
Realty Services

- Pt. 1, Plan 43R-13538, Webb Dr., 43M-893
- Pt. 2, Plan 43R-13538, Riel Dr., 43M-777
- Pt. 3, Plan 43R-13538, Macedonia Cres., 43M-777
- Pt. 4, Plan 43R-13538, Macedonia Cres., 43M-777

FILE No. 43M-777, 43M-893



Corporate Report

Received by
Clerk's Dept.

Clerk's Files T-85018

Originator's
Files

OPERATIONS/WORKS JUN 7 1989

DATE: May 10, 1989

TO: Chairman and Members of the
Operations and Works Committee

FROM: Terence L. Julian
City Clerk

SUBJECT: Conveyance of the 0.3 m (1 ft.) Reserve, namely Block N on
Registered Plan 878 for development with Plan File T-85018 (W),
Magnolia Estates Residential Subdivision. (Howard Lawrence).

ORIGIN: Item 14 of the Consolidated Planning Report for Plan File T-85018
(W), Magnolia Estates Residential Subdivision. (Howard Lawrence).

COMMENTS: Pursuant to Item 14 of the Consolidated Planning Report for
proposed Plan of Subdivision T-85018 (W) the developer is to
acquire from the City part of the 0.3 m (1 ft.) Reserve described
as Block N on Registered Plan 878.

Those portions of the 0.3 m (1 ft.) Reserve (Block N, R.P. 878) to
be acquired from the City are to be incorporated to form part of
Lots 9 and 10 on proposed plan of Subdivision T-85018 (W).

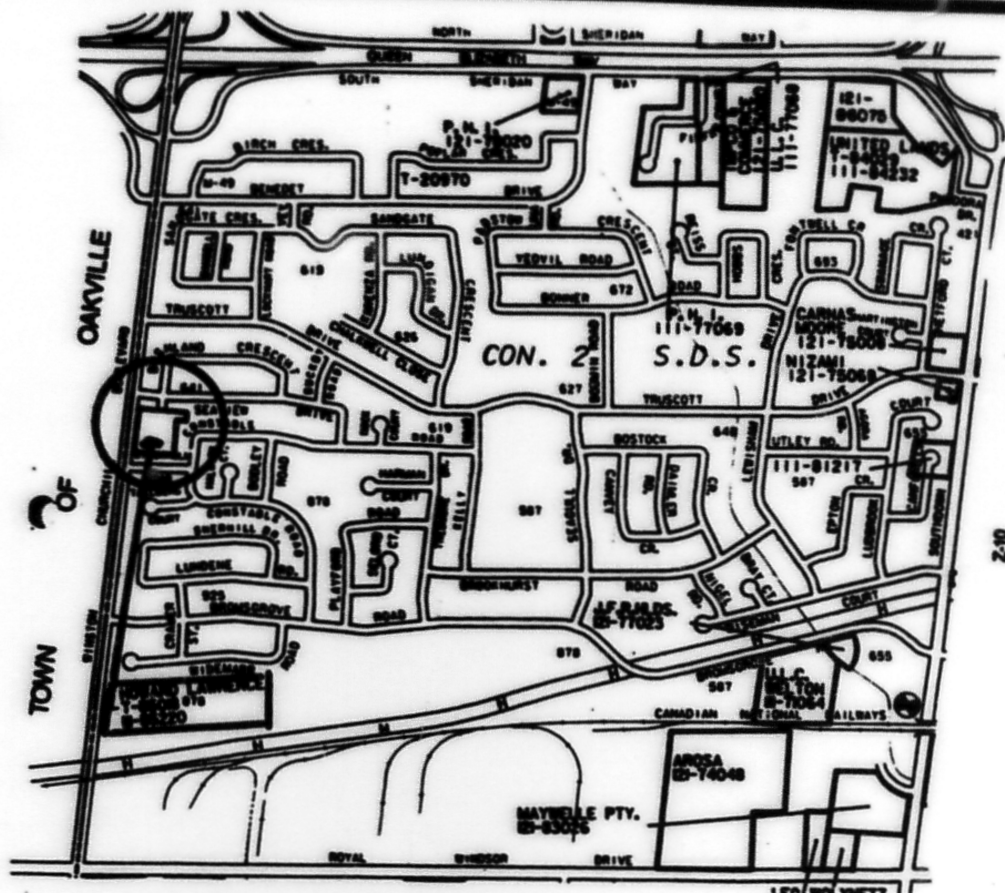
Although only a portion of the 0.30 m (1 ft.) Reserve is required
for development in conjunction with Lots 9 & 10, the Public Works
Department has requested that all of Block N on R.P. 878 be
conveyed to the developer. Those parts of Block N not required
for development will revert to the City as part of the municipal
road system within proposed plan of subdivision T-85018 (W).

RECOMMENDATION: That a By-law be enacted authorizing execution by the City of a
Deed of Land in favour of Magnolia Management Corporation
(Howard Lawrence) for a 0.30 m (1 ft.) Reserve described as Block
N on Registered Plan 878, which said 0.30 m (1 ft.) Reserve is to
be incorporated in to proposed Plan of Subdivision T-85018 (W).

Terence L. Julian
City Clerk

PJS/mc

16(a)



MISSISSAUGA
Clerk's Department
Realty Services



Proposed Subdivision T-85018 (W)
Magnolia Estates (Howard Lawrence)



0.30 M (1 ft.) Reserve, Block N, R.P. 878

FILE No. T-85018

TRAFFIC SAFETY COUNCIL
0058C/179C

MAY 24, 1989
A.03.04.11.02

17

REPORT NO. 3-89

JUN 7 1989

To: Operations and Works Committee

OPERATIONS/WORKS

LADIES AND GENTLEMEN:

The Traffic Safety Council presents its third report and recommends:

- TSC-28-89 (a) That the Peel Board of Education and the Dufferin Peel Roman Catholic Separate School Board revise existing policy/practice to permit, where feasible, the usage of the school site by buses and/or parents, in consideration of the overall safety of the children both on and off the school site;
- (b) That the Peel Board of Education and the Dufferin Peel Roman Catholic Separate School Board consider the feasibility of providing a staff member to meet young school children at the school site, to eliminate the need for parental delivery to the school door, thus increasing vehicular turnover at the school site;
- (c) That the Public Works Department, in cooperation with the Peel Regional Police and Peel Board of Education and Dufferin Peel Roman Catholic Separate School Board staff, continue to review operational difficulties on a school by school basis, and implement corrective measures as deemed necessary, including the relocation of on-street bus loading zones to the school site, where feasible;
- (d) That the Public Affairs Department with the assistance of the Public Works Department, the Peel Board of Education, the Dufferin Peel Roman Catholic Separate School Board, and the Peel Regional Police, implement a school educational awareness program to enlighten parents, students and the general public of the congestion at school sites, and their respective contributions necessary to reduce this problem;
- (e) That the Peel Board of Education and the Dufferin Peel Roman Catholic Separate School Board be requested to expand the size of future school sites in order to incorporate on-site facilities for buses and parents, and approach the Provincial Government for the associated funding;

17(a)

May 24, 1989

- (f) That the City of Mississauga through the planning process, consider the objective of locating future school sites on lower classification roadways adjacent to parklands, to provide for additional parking area, with the addition of lay-bys across the school frontage for the purpose of a drop-off area/school bus zone.
- (g) That through the planning process, the Peel Board of Education and the Dufferin Peel Roman Catholic Separate School Board take into consideration the proximity of separate and public schools, and the problems caused by such proximity.

F.06.03.06
(TSC-3-28-89)

TSC-29-89 That steps not be erected at the pedestrian overpasses at Winston Churchill Boulevard north of Britannia Road; Derry Road west of Copenhagen Road; Aquitaine Avenue west of Edenwood Drive; Battleford Road west of Edenwood Drive; and Central Parkway East south of Bloor Street, in view of the high construction costs and general lack of pedestrian usage.

F.06.03.04.A
(TSC-3-29-89)

TSC-30-89 That the Dufferin-Peel Roman Catholic Separate School Board review the current busing situation at St. Sofia Separate School, in order to determine the feasibility of scheduling their buses to arrive in two groups, to eliminate the on-street parking of school buses in the area of the St. Sofia Separate School frontage, 3540 Havenwood Drive.

F.06.03.06
F.06.04.13
(TSC-3-30-89)

TSC-31-89 That a by-law be enacted to amend By-law 444-79, as amended, to implement a 40 km/h speed zone on The Gallops, between a point 200 metres north of The Chase (east intersection), and a point 200 metres north of The Chase (west intersection).

F.06.04.10
(TSC-3-31-89)

May 24, 1989

17(h)

TSC-32-89 That a by-law be enacted to amend By-law 444-79, as amended, to include the addition of a school bus loading zone on Havenwood Drive in front of Havenwood Elementary School, between a point 200 metres north of the north limit of Fieldgate Drive, and a point 30 metres northerly thereof.

F.06.04.13
(TSC-3-32-89)

TSC-33-89 That a Subcommittee of the Traffic Safety Council composed of Mrs. Gail Green, Councillor Frank Dale and Mr. Greg Dell develop recommendations to the Traffic Safety Council regarding a policy for the implementation of 40 km/h speed zones in front of schools, and for the installation of school area signs.

F.06.04.10
(TSC-3-33-89)

TSC-34-89 (a) That the May 16, 1989, report from William P. Taylor, Commissioner of Public Works, to the Traffic Safety Council on May 24, 1989, regarding School Crossings, be referred back to Public Works staff for a report to the Traffic Safety Council on how the matter of school crossing signs and roadway markings is handled in other municipalities

(b) That the Public Works Department report to the Traffic Safety Council regarding the status of painting lines and signing of new school crossings, including the availability of a crossing guard.

F.06.03.07
(TSC-3-34-89)

TSC-35-89 That consideration by the Traffic Safety Council, of the report dated May 10, 1989 from the Commissioner of Public Works, dealing with the conversion of 72-hour to 12-hour on-street parking, and its impact on the school industry, be deferred, pending a Council decision with regard to this matter.

F.06.04.02
(TSC-3-35-89)

TSC-36-89 That the letter dated April 29, 1989, from Deputy Chief of Operations James Bertram, Peel Regional Police, regarding the 1989 Bicycle Safety Skills Programme, be received for information.

F.06.03.05
(TSC-3-36-89)

1767

May 24, 1989

- TSC-37-89
1. That a School Crossing be established at the west part of the intersection of McLaughlin Road and Eglinton Avenue, to accommodate children on North West section.
 2. That children on the North East corner of McLaughlin Road and Eglinton Avenue be directed to cross the road at the corner of Heritage Hills Blvd. & Eglinton Avenue.
 3. That upon availability of hiring, two Crossing Guards be placed at the intersection of McLaughlin Road and Eglinton Avenue, due to heavy traffic volumes.
 4. That a pad be placed at the south west corner of McLaughlin Road & Eglinton Avenue adjacent to the bus stop.
 5. That consideration be given to reducing the speed from 60 km in the area of Eglinton Avenue and McLaughlin Road.
 6. That consideration be given to having the Crossing Guard work from 8:30 am to 9 am to avoid peak traffic times.
 7. That School Crossing signs be posted in the area of McLaughlin Road and Eglinton Avenue.
 8. That the area of McLaughlin Road and Eglinton Avenue be reviewed when school opens in September 1989.

F.06.03.02
(TSC-3-37-89)

- TSC-38-89
- That the letter dated April 26, 1989, from Lee Procter, Transportation West, Canada Post Corporation, regarding the street letter box located near the intersection of Perran Drive and Thorn Lodge Drive, in the area of Sheridan Park Public School, be received for information.

F.06.03.06
(TSC-3-38-89)

- TSC-39-89
- That a pedestrian safety barrier not be installed on the Dixie Road bridge, crossing the Queen Elizabeth Way.

F.06.03.02
(TSC-3-39-89)

May 24, 1989

17(d)

- TSC-40-89
1. That upon availability of hiring, a temporary crossing guard be placed at the intersection of Willow Way and River Grove Avenue, when Willow Way Public School opens.
 2. That the intersection of Willow Way and River Grove Avenue be re-inspected when Willow Way Public School opens, to determine if the Crossing Guard is warranted.

F.06.03.02
(TSC-3-40-89)

- TSC-41-89
- (a) That an additional Crossing Guard not be placed at Paisley Blvd. and Confederation Parkway.
 - (b) That Paisley Blvd. and Confederation Parkway be reviewed after traffic lights have been installed.
 - (c) That due to traffic volumes, traffic lights approved for Paisley Blvd at Confederation Parkway be installed as soon as possible.

F.06.03.02
(TSC-3-41-89)

- TSC-42-89
1. That an entrance to Bishop Scalabrini Separate School, 225 Central Parkway West, be established at the east driveway to the school, and that directional arrows be posted.
 2. That "STAFF PARKING ONLY" signs be posted at the entrance to Bishop Scalabrini Separate School.
 3. That an exit to Bishop Scalabrini Separate School be established at the west driveway to the school, and that directional arrows be posted.
 4. That "NO STOPPING" signs be posted on the north side of Central Parkway, between the two driveways to Bishop Scalabrini Separate School.
 5. That school zone, and appropriate speed signs be erected on Central Parkway, in the vicinity of Bishop Scalabrini Separate School.

1762

May 24, 1989

6. That the Principal of Bishop Scalabrini Separate School be requested to:
 - (a) inform parents of the changes to parking provisions, and requested to consider implementing a Walk-A-Block program.
 - (b) continue loading and unloading the school buses at the present location on Bishop Scalabrini Separate School property.
7. That the area of Bishop Scalabrini Separate School, 225 Central Parkway be re-inspected in September 1989.

F.06.03.02
(TSC-3-42-89)

- TSC-43-89
- (a) That the underpass north of St. Clare School, 4140 Glen Erin Drive be cleaned up, and that lights be installed.
 - (b) That a sign indicating an underpass, be erected at the north east corner of Rolling Valley Drive and Glen Erin Drive.
 - (c) That this intersection be reviewed again when Glen Erin Drive, over Highway 403 is opened.
 - (d) That when Glen Erin Drive over Highway 403 is opened, the Public Works Department review the area of St. Clare Separate School, to determine if traffic lights or a 4-way stop is warranted.
 - (e) That the 50 km sign located at the underpass on the west side of Glen Erin Drive be moved farther north.
 - (f) That the Public Works Department review the parking provisions north of the underpass on Glen Erin Drive, to determine necessary changes to improve the sight lines.

F.06.03.02
(TSC-3-43-89)

- TSC-44-89
- That no action be taken with regard to the request for a pedestrian safety barrier on the Credit River Bridge on Bristol Road.

F.06.03.03
F.06.03.05
(TSC-3-44-89)

May 24, 1989

1741

TSC-45-89 That the horizontal section of the pedestrian barrier on the west side of Cawthra Road, at the railway crossing south of Atwater Avenue, be changed to a vertical barrier, to match the other vertical barriers at that location.

F.06.03.03
F.06.03.05
(TSC-3-45-89)

- TSC-46-89 (a) That the white lines recommended in the fall of 1988 for Millers Grove Junior Public School, 6325 Miller's Grove, be put in immediately.
- (b) That the west side of Miller's Grove in front of Miller's Grove Junior Public School be signed "NO STOPPING" 8:00 am to 5:00 pm, Monday to Friday.
- (c) That "SCHOOL AREA" signs be posted on the east side of Miller's Grove, 30-40 feet north of Tours Road, and on the west side of Miller's Grove, just north of McCarron Cres.

F.06.03.02
(TSC-3-46-89)

TSC-47-89 That a site inspection be carried out at Ashgrove Public School, 3215 Thorncrest Road, and the findings reported directly to City Council in order that the School Principal may be notified of the recommendations prior to school closing in June.

F.06.03.02
(TSC-3-47-89)



Corporate Report

Received by
Clark's Dept. MAY 17 1989

Clark's File F.0603-06

T.S.C. DATE May 24/89

Originator's
File 13 211 00214
13 111 00003

OPERATIONS/WORKS JUN 7 1989

DATE: May 15, 1989.
TO: Chairman and Members of the Traffic Safety Council.
FROM: William P. Taylor, P.Eng., Public Works Department.
SUBJECT: Parking/Stopping in Front of Schools.

ORIGIN: Report Request No. 325-87.

BACKGROUND:

A sub-committee of the Traffic Safety Council, comprised of Ward Councillors M. Prentice and P. Mullin, as well as representatives of the Traffic Safety Council, the Public Works Department, the Peel Regional Police and both School Boards, met on a number of occasions during 1986 and 1987 concerning the issue of parking problems adjacent to school sites. During these meetings it was determined that solutions to school site problems would require the input and participation of staff at a senior level from all affected agencies. A recommendation in this regard was approved by the Traffic Safety Council.

On the basis of a meeting involving the senior level staff in January 1988, it was determined the Public Works Department would prepare an action plan with respect to a review and draft report on school site activity. The action plan was prepared by the Public Works Department whereby staff would video-tape and record activities at a number of schools in the City. A comprehensive draft report would be prepared identifying problems and recommending measures necessary to control and resolve this matter. The report would be forwarded to the senior representatives of each agency and department for discussion followed by a subsequent report to the Traffic Safety Council to be forwarded to the Operations and Works Committee.

The issue in question pertains to the parking and stopping of vehicles and school buses adjacent to junior schools resulting in a reduction of safety. It occurs at a number of schools around the City and is most pronounced during inclement weather.

COMMENTS:

SITE STUDIES:

The Public Works Department has been dealing with the problem of school site congestion on a site specific basis for some time. During the month of February 1988 video-taped school site activity at St. Mark, Sts. Martha and Mary, St. Clare and St. Basil's Separate Schools, as well as at Sawmill Valley, Burnhamthorpe and Dixie Public Schools was conducted to analyse the congestion and assess current practices by the Public Works Department to address the concerns.

17th

The video-tape study identified a number of concerns created by the random parking and stopping of vehicles adjacent to the school site, including:

- Obstructions to through traffic as roadways are frequently reduced to one lane or less, of traffic;
- Obstructions to school buses gaining access to and from school driveways and difficulties in stopping in front of schools in designated school bus loading zones;
- School driveways blocked, sightlines reduced for motorists and buses accessing driveways;
- Designated school crossings blocked/obstructed, as well as impaired sightlines for crossing guards attempting to safely cross children;
- Children frequently must cross a roadway from between parked vehicles or are discharged from parent's vehicle on opposite side of street to cross through traffic;
- Car doors opened directly into traffic; some vehicles double parked on roadway;
- Private driveways blocked, used for parking and for vehicle turn-arounds;
- 'U' turns completed on roadways in front of, and in vicinity of school areas;
- Intersections of adjoining streets are used for parking and turn-arounds and, are frequently congested.

It was also observed during the study that the degree of congestion at the school site was influenced by a number of factors, such as:

- The location of the school and the amount of traffic in the area;
- The presence of portable classrooms which reduced the amount of on-site space available for parking and for use by school buses;
- The number of school buses delivering children to the school and the availability of on-site bus space;
- The use of the school as a 'holding' school where enrollment often exceeds capacity by 40-60%;
- The presence of a junior kindergarten program and/or day-care program which generally results in delivery and pick-up of the young children at the school property.

17(u)

CURRENT PRACTICES:

The Public Works Department, over the years, has attempted to reduce school site congestion on a site-specific basis, by implementing the following measures where applicable.

- The implementation of stopping/parking prohibitions on one or both sides of the roadway across the school frontage during school hours, to reduce congestion and keep the school site as safe as possible;
- The implementation of on-street school bus loading zones in front of schools where on-site space is unavailable, or inefficiently utilized;
- Implementation of 6 metre driveway clearance parking prohibitions on an as-need basis to maintain clear sight lines while providing adequate turning radii;
- Implementation of stopping prohibitions within 15 metres of school crossings to protect children and crossing guards;
- Police and parking control enforcement (when forces available) of all prohibitions;
- Increased road width (from 8.5 to 11 metres) during the draft plan process, on roadways where schools are to be constructed, allowing for one-side parking and two through lanes;
- Promotion of the walk-a-block program, which encourages parents to allow their children to walk a short distance to and from school thus reducing school site traffic;
- Implementation of and/or participation in public meetings and school newsletters to advise parents of the school site problems and how they can assist in reducing congestion at the school.

It is felt that where these measures have been implemented by the City they have achieved a moderate degree of success. However, this success was generally governed by the amount of enforcement provided by the Peel Regional Police and the City's Parking Control Division; since the degree of congestion was observed to decrease in the presence of the authorities.

17(k)

The use of the school site with respect to vehicle accommodation is left to the discretion of the individual school principal, and at the majority of sites the parents are not allowed to drive on school property. This often applies to school buses which are frequently required to load/unload children on-street. This situation contributes to on-street congestion, and is quite frustrating since many schools have adequate facilities on-site, such as circular driveways to accommodate some, if not all, of the vehicular activity. On-site school bus loading for example, would leave the school frontage available for parents to discharge and pick-up their children. The School Boards feel that they continue to be attentive to the need to control bus access, and that it is not possible to take responsibility on school sites for every vehicle which comes to the school, no matter how briefly. They indicate that lay-bys would be a useful instrument to alleviate this problem, but that the installation of such would be the City's responsibility.

With respect to enforcement of the on-street parking and stopping prohibitions, the Peel Regional Police and the Parking Control Section have frequently monitored many locations and have encountered a multitude of difficulty. The issuing of warnings as well as tickets while temporarily relieving some congestion, usually results in a number of irate parents. On one occasion, a Parking Control Officer who by law cannot pursue a motorist who leaves the scene, was nearly run down by a motorist who refused to remain while a parking ticket was being completed.

The enforcement program has provided occasional relief to the problem at some sites. However, it would not appear to be feasible to have enforcement officers at all sites on a daily basis, given the demands that the enforcement agencies currently face. The Peel Regional Police concur with this statement and indicate that enforcement can supplement other strategies.

Public Works staff have discussed the school site issue with personnel from other cities; Brampton, Etobicoke and North York. Identical problems are experienced in these municipalities. Similar action has been undertaken and similar results achieved. The major conclusion of these discussions was that adequate on-site parking and/or loading facilities are required, parents need to recognize the conflict they create in the manner they drop their children off at school, and the number of vehicles at a school site should be reduced by encouraging children to walk to and from school. This action combined with the placement of appropriate parking/stopping prohibitions and their enforcement was deemed to be the most ideal solutions based on the current situation.

17 km

In this regard, the City and the School Boards could review all problem schools with respect to the feasibility of providing on-site school bus loading areas, with continued use of and enforcement of stopping and parking prohibitions, where necessary, across school frontages.

A comprehensive educational program is required, above and beyond any existing individual programs, alerting parents and other motorists of school site problems and their contributions necessary to ensure both the safety of the students and the flow of on-street traffic. A joint effort involving the Peel Regional Police, the Traffic Safety Council and both School Boards is necessary. The awareness program could include pamphlets sent home with the school children, utilization of the Mississauga City Page in the local newspaper as well as advertisements on Cable 10 television. Increased implementation of the 'walk-a-block' program where parents are encouraged to drop-off and pick-up their child a block from the school site would also provide additional benefits. This proposal received full endorsement from the School Boards and the Peel Regional Police.

FUTURE SCHOOL SITES:

Concerning future school sites, it is felt that many problems at congested school sites could be avoided by implementing a site design to accommodate buses or a drop-off area for day-care and junior kindergarten children. This may require additional funding, and if so, it is strongly recommended that the School Boards pursue these additional needs.

From a planning perspective there are additional options which could in part assist in reducing future congestion. The location of schools on local classification roadways, as opposed to collector and arterial roadways where traffic volumes are much greater, could reduce the amount of congestion. Lay-bys could be constructed across the school frontage, where necessary, to permit a school drop-off area, particularly suitable for day-care and junior kindergarten children.

Schools could be located adjacent to City parklands and parking facilities available for parents during school hours constructed within the park property. This situation exists at Sawmill Valley Public School where the adjacent park facility is utilized by some parents.

School sites for future schools could be expanded in size, dependent on available funding, to provide the necessary on-site facilities for school buses or a drop-off area for parents.

Individual schools could arrange to have a staff member available at a designated drop-off point to meet the young children, thus reducing the need for extended parking in the school site area.

17km

CONCLUSION:

Based on the Public Works Department review, it is felt that the degree of on-site congestion can be controlled to some degree at both existing and future schools. Continued use and enforcement of parking and stopping prohibitions, better usage of on-site school facilities and the implementation of a school site awareness program could be an adequate action plan for existing schools, while revisions to policies and practices pertaining to school site size, utilization and location could reduce congestion at future schools. An action program of this nature combining the efforts of the City, the School Boards and the Peel Regional Police would appear to be a definite requirement to achieve the objective of improved safety at the school site.

RECOMMENDATION:

- (i) That the Boards of Education revise existing policy/practice to permit, where feasible, the usage of the school site by buses and/or parents, in consideration of the overall safety of the children both on and off the school site;
- (ii) That the Boards of Education consider the feasibility of providing a staff member to meet young school children at the school site to eliminate the need for parental delivery to the school door, thus increasing vehicular turnover at the school site;
- (iii) That the Public Works Department, in cooperation with the Peel Regional Police and Boards of Education staff, continues to review operational difficulties on a school by school basis and implement corrective measures as deemed necessary, including the relocation of on-street bus loading zones to the school site, where feasible;
- (iv) That the Public Affairs Department with the association of the Public Works Department, the Boards of Education, and the Peel Regional Police implement a school educational awareness program to enlighten parents, students and the general public of the congestion at school sites and their respective contributions necessary to reduce this problem;
- (v) That the Boards of Education be requested to expand the size of future school sites in order to incorporate on-site facilities for buses and parents, and approach the Provincial Government for the associated funding;

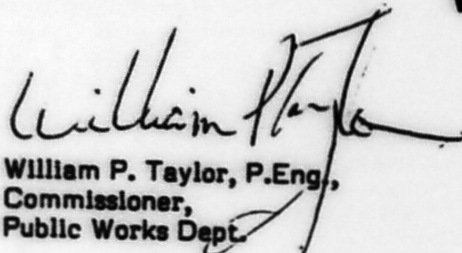
17(01)

Chairman and Members of the
Traffic Safety Council

- 9 -

May 15, 1989.

- (vi) That the City of Mississauga through the planning process, consider the objective of locating future school sites on lower classification roadways adjacent to parklands to provide for additional parking area, with the addition of lay-bys across the school frontage for the purpose of a drop-off area/school bus zone.
- (vii) That the report dated May 15, 1989, from the Commissioner of Public Works on Parking/Stopping in front of schools be forwarded to the Operations and Works Committee.


William P. Taylor, P.Eng.,
Commissioner,
Public Works Dept.

SB/dab
0594E



The Regional Municipality of Peel

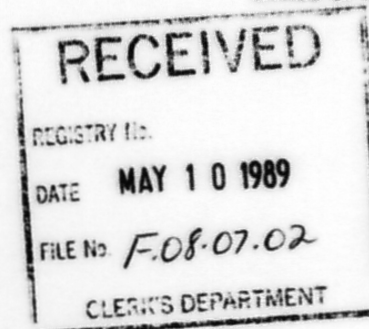
Office of the Clerk

JUN 7 1989

May 5, 1989

OPERATIONS/WORKS

T.L. Julian
Clerk
City of Mississauga
300 City Centre Drive
Mississauga, Ontario
L5B 3C1



Subject: St. Lawrence Cement Company - Refuse - Derived Fuel Proposal
Our Reference: 89-337

This is to advise that the following resolution was approved by Regional Council at its meeting held on April 27, 1989:

"That the Chairman of the Public Works Committee, City of Mississauga staff and Ward Councillor be involved in the hiring process for the Consultants with respect to the review of the Refuse-Derived Fuel proposal by the St. Lawrence Cement Company."

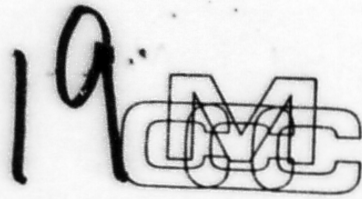
On behalf of Council I would respectfully request that you give favourable consideration to the above resolution.

Deborah E. Trouten

Deborah E. Trouten
Regional Clerk and Director of Administration

DDP
DDP

cc: P.E. Allen, Acting Chief Administrative Officer
D.J. Markle, Commissioner of Public Works
D. Moskal, Manager, Master Plan and Promotion, Waste Management Division



MISSISSAUGA CLEAN CITY CAMPAIGN

Clarke Hall, 161 Lakeshore Road West
Mississauga, Ontario, L5H 1G3 (416) 274-6222

OPERATIONS/WORKS

JUN 7 1989 14 May, 1989

RECEIVED

Her Worship Mayor Hazel McCallion and
members of Council
City of Mississauga
300 City Centre Drive
MISSISSAUGA, Ontario

DATE MAY 19 1989

FILE NO. F.08.05

CLEARING DEPARTMENT

Dear Mayor McCallion and members of Council,

After much deliberation over a considerable period of time the Board of Directors of the Mississauga Clean City Campaign have directed the writer to request the City of Mississauga Council to pass a moratorium on the burning of garbage in our City.

There are many reasons why we feel this method of disposing of waste would be detrimental to the future well being of the citizens of our City. However our mandate is to promote good waste management and we are, therefore, basing our request on the specifics of reduction, reuse and recycling.

While we have done considerable research on this subject we know you are well aware of all the environmental problems we are all faced with and the crisis situation with regard to waste management. We will, therefore, not present a lengthy report.

However, we feel we must stress two points -

1. Other municipalities have already passed moratoriums on burning garbage (e.g. Toronto) and turned all their efforts towards reduction, reuse and recycling (e.g. Seattle)
2. Whereas we are proud of the efforts Mississauga has made in their recycling initiatives
 - many of the initiatives are only in the initial or pilot stage (e.g. mixed plastics and composting)
 - some have only partially been implemented (e.g. multi-dwelling buildings, schools, industrial/commercial).

19(a)

We realize that the Regional Municipality of Peel have the responsibility for disposal of garbage but we strongly believe that our responsibility is to our City of Mississauga; that Mississauga has been the leader in the field of good waste management and that Mississauga can again be a leader and indeed an inspiration to other municipalities.

Waste management is an expensive, increasingly high-tech business but good waste management by reduction, reuse and recycling needs the added element of vision, courage and commitment.

We are therefore requesting that the Council of the City of Mississauga place a five (5) year moratorium on the burning of garbage in our City until such time as:

- the reduction of garbage problem has been addressed by all levels of Government
- all recycling initiatives have been researched and initiated
- the removal from the municipal waste stream of hazardous goods such as batteries, household solvents, etcetera has been implemented.

After this stage of good waste management has been reached, the quantities and content of waste will be changed and reduced. If there is still a proponent of burning some of the remaining waste, the question of availability of sufficient material after reduction, reuse and recycling will be known and the remaining content will produce a lower emission rate of pollutants.

We urge you to pass this motion and implement it by whatever means available to the City.

It is our belief that future developments will prove the moratorium to be a wise decision economically, morally and environmentally.

Respectfully submitted,

Michael H. Caine

Michael H. Caine
Chairman

MHC/bac



City of Guelph

CITY HALL, 59 Carden Street
Guelph, Ontario, Canada N1H 3A1

OFFICE OF CITY CLERK

Telephone (519) 837-5603

FAX Number (519) 837-5631

May 15, 1989

RECEIVED

MAY 23 1989

TO: CLERKS OF ALL
ONTARIO MUNICIPALITIES

OPERATIONS/WORKS JUN 7 1989

FILE NO. F.05.0405

DEPARTMENT

At the April 17th, 1989 meeting of Guelph City Council, the following resolution was adopted:

"THAT Mr. J.V. Raymond Cyr, President and Chief Executive Officer, Bell Canada Enterprises Inc., be requested to initiate a program to develop telephone directories which can be readily recycled; and that such initiative be developed in conjunction with the appropriate representatives of Provincial and Municipal recycling programs and of those industries directly involved in the processing and marketing of used paper fibre;

"AND THAT this resolution be circulated to all municipalities in the Province of Ontario with a request that the resolution be endorsed and that such endorsement be forwarded to Bell Canada Enterprises Inc. at Executive Offices, 2000 McGill College Avenue, Suite 2100, Montreal, Quebec, H3A 3H7, with a copy of such endorsement being returned to the City Clerk of the City of Guelph;

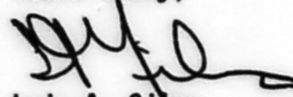
"AND THAT a copy of this resolution be forwarded for information to:

- Hon. Lucien Bouchard, Federal Minister of the Environment,
- Hon. Jim Bradley, Ontario Minister of the Environment,
- Hon. Bill Winegard, Federal Minister of State (Science and Technology)
- Mr. Rick Ferraro, M.P.P., Guelph,
- Secretary General, Canadian Radio-Television and Telecommunications Commission.
- Association of Municipalities of Ontario

Since the disposal of telephone directories impacts on each and every municipality in Ontario, it is vital that Bell Canada take immediate steps to initiate a program to develop telephone directories which can be readily recycled.

It would be appreciated if you would submit this resolution to your Council for endorsement and support.

Yours truly,


Lois A. Giles,
City Clerk.

LG



Cosmopolitan for Business. Countryside for Families.



Corporate Report

additional 21

Received by
Clerk's Dept.

Clerk's Files

OPERATIONS/WORKS

JUN 7 1989

Originator's
Files

11 141 00045
11 161 00011
13 211 00029

DATE: June 5, 1989.
TO: Chairman and Members of the Operations and Works Committee.
FROM: William P. Taylor, P.Eng., Public Works Department.
SUBJECT: Request for an All-way Stop at Guildwood Way and Huntington Ridge Drive.

ORIGIN: Councillor Dale.

COMMENTS: The Public Works Department has received a request to erect an all-way stop at the intersection of Guildwood Way and Huntington Ridge Drive.

In response to this request, manual turning movement counts were conducted at this location in 1989 and the results of all-way stop warrant calculations derived from the a.m. plus p.m. peak traffic hours, averaged, are as follows:

Part 'A'	Volume from all approaches	118%
Part 'B'	Minor street volume	142%

Since both parts 'A' and 'B' have fulfilled the minimum requirement of 100%, an all-way stop is warranted at this location.

Only one collision that would be considered correctable by the installation of an all-way stop has occurred at this location. Further, radar speed studies indicate that there is no serious speeding problem.

CONCLUSION: Based on these results, an all-way stop is warranted and should be implemented at the intersection of Guildwood Way and Huntington Ridge Drive.

RECOMMENDATION: That a by-law be enacted to amend By-law 444-79, as amended, to implement an all-way stop at the intersection of Guildwood Way and Huntington Ridge Drive.

William P. Taylor
William P. Taylor, P.Eng.,
Commissioner,
Public Works Dept.

SL/dab



CITY OF MISSISSAUGA

MINUTES

MEETING ELEVEN EIGHTY-NINE

NAME OF COMMITTEE: OPERATIONS AND WORKS

DATE OF MEETING: WEDNESDAY, JUNE 7, 1989, 9:05 A.M.

PLACE OF MEETING: COMMITTEE ROOM A, CIVIC CENTRE

MEMBERS PRESENT: Councillor H. Kennedy (Chair)
Councillor F. Dale
Councillor F. McKechnie
Councillor D. Culham
Councillor N. Iannicca

MEMBERS ABSENT: Councillor M. Prentice

OTHERS PRESENT: Councillor D. Lane
Councillor T. Southorn
Mayor H. McCallion

STAFF PRESENT: Mr. D.A. Lychak, City Manager
Mr. B.E. Thom, City Solicitor
Mr. W.P. Taylor, Commissioner of Public Works
Mr. A. McDonald, Director, Public Works
Mr. K. Schipper, Director, Public Works
Mr. T. L. Julian, City Clerk
Ms. L. Mailer, Committee Coordinator, Clerk's
Department

INDEX - OPERATIONS AND WORKS COMMITTEE - JUNE 7, 1989

DEPUTATIONS/PRESENTATIONS - 9:05 A.M.

- A. (i) Mr. S. Salameh, 4241 Capilano Court, Mississauga
(ii) Mr. P. Danevicius, 201-28 Helene St. N., Mississauga
(iii) Mr. R. Cowan, General Manager, City Taxi

L.08.04.05

SEE ITEM 1

- B. Mr. G. DeFreitas, 1700 Caverly Court, Mississauga

F.06.02.01

SEE ITEM 2

- C. Ms. A. Caplin, representing Streetsville Business Improvement Area

F.06.04.02

SEE ITEM 5

- D. Mr. M. Pestaluky, Venturon Development Corporation

D.01.02

SEE ITEM 3

ITEM FILE SUBJECT

- | | | |
|----|------------|---|
| 1. | L.08.04.05 | Special Accessible Taxicab Licences |
| 2. | F.06.02.01 | Burnhamthorpe Road at Promontory Drive/Crescent - Traffic Signals |
| 3. | D.01.02 | Development/Transportation Staging Studies |
| 4. | F.06.04.02 | Parking Concerns - Port Credit |
| 5. | F.06.04.02 | Streetsville Traffic Review |
| 6. | F.06.04.02 | Parking Prohibitions - Major Roadways |

7. A.02.03.02.18 City Centre Bus Terminal and Busway Study Agreement - Professional Consulting Services
8. M-586 Sandalwood 1 - Assumption of Municipal Works
9. M-0624 Adwel Construction - Assumption of Municipal Works
10. B.01.08 Cawthra Industrial Estates - Assumption of Works
11. A.00.02.18 Revised Walkway Policy - Residential Subdivisions
12. F.03.02 Storm Sewer Use By-law
13. T-80034 Permission to Enter and Construct - Dundas Street East/Mattawa Avenue
14. F.05.04.05 Plastics Recycling
15. M-777 Testimony Investments - Release and Abandonment of Easement
16. T-85018 Magnolia Estates Residential Subdivision - Conveyance of One Foot Reserve
17. A.03.04.11.02 Traffic Safety Council Report 3-89 - May 24, 1989
18. F.08.07.02 Staff Representatives - Selection of Consultants Committee - Refuse Derived Fuel Proposal by St. Lawrence Cement Company
19. F.08.05 Mississauga Clean City Campaign - Request for Moratorium on Burning Garbage in the City
20. F.05.04.05 Guelph Resolution - Request Bell Canada to Recycle Telephone Directories

MATTERS CONSIDERED:

1. Report dated April 25, 1989, from William P. Taylor, Commissioner of Public Works, regarding the issue of six Special Accessible Taxicab Licences.

This report was prepared as a result of the Public Vehicle Authority meeting of September 13, 1988, recommending to Council that By-Law 697-84 be amended to provide for the issuance of six (6) Special Accessible Taxicab Licences.

Invitation for proposals was placed in the Mississauga News and copies of same were delivered and posted at all Taxicab Brokerage offices and Airport Public Transportation Vehicle offices on March 15, 1989.

Two sealed proposals were received before closing on March 31, 1989 at 4:00 P.M. E.D.S.T., one from 684804 Ontario Limited (Maroun Hanna) and the other from Sliman (Sol) Salameh.

Although the proposals received from 684804 Ontario Limited, and Sliman (Sol) Salameh, each have many good qualities, the proposal received from 684804 Ontario Limited (Maroun Hanna), is a significantly better proposal than the proposal received from Sol Salameh, because of the following:

- (a) 684804 Ontario Limited (Maroun Hanna) has a strong organizational base from which to commence this venture as he already operates a sound proven taxicab dispatch system (City Taxi) with 18 incoming telephone lines and currently adding 12 more compared to Sol Salameh who does not operate any kind of transportation company at this time.
- (b) 684804 Ontario Limited (Maroun Hanna) is presently training all taxicab drivers through Peel Transhelp and furthermore has ordered two (2) accessible vehicles for delivery in May 1989. Mr. Salameh only has an order pending approval of his proposal.
- (c) Maroun Hanna operates a public garage (10-4 Taxi), besides his brokerage, which has 6 hoists and 17 bays which would facilitate prompt service on the Special Accessible taxis.
- (d) Although Sliman (Sol) Salameh has been licensed in the taxicab industry since 1974 he has not been actively involved for the past few years other than leasing out his plates while Mr. Hanna has been personally involved on a day to day basis in the taxicab industry since 1973.

May 17, 1989

- (e) Mr. Sliman (Sol) Salameh was informed of the impending sale of Intercab Incorporated (Peel Taxi) on April 24, 1989 with whom he had a tentative working agreement. Mr. Salameh informed the Licensing Manager, Ron Nisbet, that he would endeavor to make a working agreement with another brokerage - Blue & White Taxi, while Mr. Hanna will have three licensed brokerages at his disposal.
- (f) Staff feel that Mr. Salameh has a lesser chance of gaining a reasonable financial return operating the six (6) Special Accessible Taxicabs compared to Mr. Hannah's chances through his already established taxicab operation.

RECOMMENDATION:

That 684804 Ontario Limited be approved as the successful candidate from proposals received for Special Accessible Taxicab Service in the City and be issued six (6) Special Accessible Taxicab Licenses provided the applicant signs a declaration of agreement which will include the following conditions of issuance:

- (i) agree to provide proof of order and purchase of six (6) CSA approved accessible vehicles.
- (ii) agree to implement special accessible service within 90 days of issuance.
- (iii) agrees to provide authenticated proof from the manufacturer or deliverer, if delivery of vehicle is to be delayed.
- (iv) agrees the Special Accessible Taxicabs will have two (2) wheelchair tie down locations readily available for use.
- (v) agrees to comply with all requirements of an owner of Special Accessible Taxicabs as set out in By-Law #142-89, as amended.

This recommendation was approved by the Authority at its meeting on May 9, 1989, and the Operations and Works Committee recommendation to defer the item to this meeting was adopted by Council on May 23, 1989.

The following persons addressed the Committee regarding this matter:

- (i) Mr. S. Salameh, 4241 Capilano Court, Mississauga

Mr. Salameh pointed out that he has been involved with the development of the criteria for an accessible vehicle service since its inception. He strongly objected to how staff handled the matter and the rationale used for their recommendation. Mr. Salameh reiterated that he had put considerable time and effort into the development of this pilot project and requested that the Committee consider approving his proposal.

- (ii) Mr. P Danevicius, 201-28 Helene St. N., Mississauga

Mr. Danevicius appeared in support of the proposal by Mr. Salameh since he has been involved since inception and consistent in his approach to provide the service. Mr. Danevicius suggested that two licences be issued to Mr. Hannah who has purchased two of the accessible vehicles and the other four licences be issued to Mr. Salameh. The program could then be monitored to determine if more special licences should be issued.

(iii) Mr. R. Cowan, General Manager, City Taxi

Mr. Cowan appeared before the Committee in support of the proposal by 684804 Ontario Ltd. (Maroun Hanna). Mr. Cowan advised that they are committed to the providing this service, they are installing new phone lines and have received delivery of two vehicles.

Committee Members discussed the advisability of issuing licenses to each of the proponents or increasing the number to be issued and the financial impact of such a proposal on the provision of the service. Both Mr. Salameh and Mr. Cowan agreed that the competition would severely affect the financial viability of providing the service.

In response to the suggestion to issue additional licenses, Staff advised that it was the Public Vehicle Authority which determined, by way of a recommendation to Council, the number of licenses to be issued since these taxis will be integrated into the regular taxi service and will affect the number of vehicles on the road.

At the suggestion of Councillor Southorn, Staff were requested to consider the advisability of establishing a secondary priority list for those companies or persons who wished to apply strictly for a license to service the handicapped.

Staff were requested to review the matter of issuing additional licenses and whether or not the Provincial grant would be available.

A motion by Councillor Culham to approve the Staff recommendation was voted on and carried.

L.08.04.05

Approved

See Recommendation OW-197-89 (D. Culham)

2.

Report dated April 27, 1989 from the Commissioner of Public Works with respect to a request for Traffic Signals at the intersection of Burnhamthorpe Road at Promontory Drive/Promontory Crescent.

This location has been reviewed in the past and most recently early this year. The Ministry of Transportation Ontario criteria is based on empirical studies that take into account such factors as: total volume at the intersection, crossing volume, side street volume and delay, pedestrian movements and turning movements. The minimum criteria established by the Ministry of Transportation Ontario is considered to be the point at which traffic signals should become a benefit to the various movements at the intersection.

With respect to accidents, the installation of signals do not necessarily reduce the number of accidents. It has been shown that in general the number of right-angle collisions are reduced, however, the number of rear end collisions increase. In the last three years there were only three reportable accidents of the type considered to be preventable by the installation of signals, for example: right-angle. Collisions such as rear end, side swipe, and loss of control, are not considered to be preventable by traffic signals.

May 17, 1989

The traffic conditions at the intersection of Burnhamthorpe Road at Promontory Drive/Promontory Crescent are such that the minimum Ministry of Transportation Ontario criteria for the installation of traffic signals are not met.

The accident history indicates that the number of accidents that are considered to be preventable by the installation of traffic signals is low.

RECOMMENDATION:

That traffic signals at the intersection of Burnhamthorpe Road at Promontory Drive/Promontory Crescent not be installed at this time as the minimum Ministry of Transportation Ontario criteria for traffic signals are not met.

This report was included on the agenda of May 17, 1989, and deferred to this meeting at the request of Councillor D. Lane.

Mr. G. DeFreitas, representing the petitioners, appeared before the Committee. Mr. DeFreitas acknowledged that the warrants are not met, but at the same time pointed out the difficulties at this intersection with increased traffic, speeding, road configuration and the difficulties pedestrians experience in crossing at this intersection. Mr. DeFreitas inquired if there was anyway to approve the installation of the lights based on these circumstances.

It was pointed out that if the lights without the warrants being met then there is no Provincial subsidy and the taxpayers pay the entire cost.

In response to a question from Councillor Lane if there were any alternatives to consider, the Commissioner of Public Works advised that there will always be intersections which pose problems but will not meet the warrants.

Councillor Lane advised that she would be request Traffic Safety Council to undertake a site inspection to determine if a crossing guard is warranted and Peel Regional Police to undertake radar surveillance along with reviewing with City Staff if some type of signage would be advisable to alert motorists to the problems.

F.06.02.01

Approved

See Recommendation OW-198-89 (D. Lane)

3. Report dated May 25, 1989, from the Commissioner of Public Works regarding the development/transportation staging studies.

City Council has recently approved the initiation of development/transportation staging studies in specific newly developing planning districts.

This report recommends the direct appointment of transportation consultants to provide assistance in carrying out the staging studies at a total estimated cost of \$200,000 for consulting services. City Council's approval of the direct appointments and the funding is required.

Interim staging guidelines are recommended for Council's approval in order to provide a consistent basis for identifying conditions for applications that will be considered for approval in the specified planning districts prior to Council's approval of the staging studies.

The interim staging guidelines only apply to the eleven planning districts referred to earlier and do not apply to the City Centre Area. A review of the staging requirements for the City Centre Secondary Plan is already underway and recommendations in this regard will be submitted in conjunction with final recommendations on the City Centre Secondary Plan.

RECOMMENDATION:

- (a) That the following engineering consulting firms be retained to carry out development/transportation staging studies for the following planning districts:
- (i) McCormick Rankin
60 Briarwood Avenue
Mississauga, Ontario
 - East Credit
 - Hurontario
 - Derry
 - Britannia West
 - (ii) Totten Sims Hubicki Associates
1500 Hopkins Street
Whitby, Ontario
 - Lisgar
 - Winston Churchill
 - Central Erin Mills
 - (iii) CGL Consulting Engineering Ltd.
30 Centurion Drive
Suite 206
Markham, Ontario
 - Meadowvale North Business Park
 - Meadowvale Village
 - (iv) M.M. Dillon
47 Sheppard Avenue
Willowdale, Ontario
 - Airport South
- (b) That \$200,000 be transferred from the City's General Contingency Account to Public Works Current Budget Account No. 08630-18 to pay for the consulting services for the staging studies as per recommendation 1.

- (c) That the Interim Staging Guidelines contained in the report of the Commissioner of Public Works dated May 25, 1989 be adopted by City Council to provide a basis for identifying staging conditions for development applications that will be considered for approval prior to the completion of the proposed staging studies referred to in recommendation 1.
- (d) That the policy of inviting proposals for consulting services be waived for the consulting assignments.

Mr. Taylor introduced the following amendment to the recommendation:

- '(e) That the Interim Staging Guidelines contained in the report dated May 25, 1989, from the Commissioner of Public Works not apply to and draft plan approval be withheld for the following planning districts pending the recommendations of the development/transportation staging studies:
 - Winston Churchill
 - Lisgar
 - Meadowvale Village
 - Meadowvale North Business Park'

Members of Committee questioned the rationale for the amendment and whether it should apply to all the districts. Mr. Taylor responded that there are major problems in the districts outlined in part (e) specifically with Britannia Road and Derry Road through Streetsville. These are problems which will take time to resolve and Staff requests Council's endorsement of the recommendation to ensure that no plans receive draft approval prior to these issues being resolved.

Mr. Pestaluky, Executive Vice-President of Venturon Development Corporation (landowners in the Winston Churchill and Lisgar Districts) are well aware of the problems as they have been dealing closely within Staff. He stated that placing a hold on these plans causes considerable financial burden. The City's interests are still protected even if draft approval is received since the developer cannot proceed to register the lands until all conditions are satisfied which would include the resolving of these two major problems.

The Mayor requested that the landowners outline their concerns to Staff so that they can be reviewed in a legal context and professional manner.

D.01.02

Amended

See Recommendation DW-199-89 (F. McKechnie)

- 4. Report dated May 29, 1989, from the Commissioner of Public Works regarding the following parking concerns raised by the Port Credit Business Association. The Public Works Department has completed a preliminary review of the area and each of the B.I.A. requests have been addressed.

May 17, 1989

On the basis of this review, the implementation of parking meter rate and time limit increases, as well as the addition of meters on Elizabeth Street are supported. Additional requests pertaining to the implementation of additional meters and ticket-spitter devices in Port Credit require further review prior to any recommendations being made.

A further report will be prepared to document the terms of reference for a parking strategy study in 1989. This report will address such issues as parking needs in older areas in the City such as Clarkson, Port Credit and Streetsville, and the benefits of charging for on-street parking and parking in Municipal lots, including in the City Centre area.

RECOMMENDATION:

- (a) That a by-law be enacted to amend By-law 444-79, as amended, to implement a parking meter rate increase from 20¢ to 50¢ per hour with a two hour maximum;
- (b) That the budgets for parking meter equipment (account #08236-22-5342) and parking meter revenue (account #08236-99-5342) be increased by \$35,000 and \$28,000 respectively to reflect the meter mechanism conversion costs and the additional 1989 revenue collections;
- (c) That \$8000 be allocated from the General Contingency to provide for the net 1989 cost of the parking meter rate increase;
- (d) That a by-law be enacted to amend By-law 444-79, as amended, to implement the installation of four new parking meters on the east side of Elizabeth Street, north of Lakeshore Road;
- (e) That \$2,000 be allocated from the General Contingency to account #08236-22-5342 to provide for the purpose of four new parking meters for Elizabeth Street;
- (f) That parking meters not be installed in the Cayuga Avenue parking lot until such time that studies indicate meter utilization would cover the cost of meter purchase, maintenance and collection;
- (g) That the Public Works Department further evaluate the feasibility of installing ticket splitters or contracting attendant parking services in the Elmwood Avenue and High Street/Library parking lots and report back to the Operation and Works Committee at a later date;
- (h) That illuminated green 'P' parking symbols not be implemented in Port Credit due to concerns associated with cost, maintenance and vandalism;
- (i) That a by-law be enacted to amend By-law 444-79, as amended to implement a parking prohibition between the hours of 2:00 a.m. and 6:00 a.m. on Lakeshore Road, within the limits of the Port Credit Business Improvement Association District;

- (j) That parking enforcement efforts, particularly pertaining to overnight parking on Lakeshore Road, be increased;
- (k) That the Public Works Department prepare a report for the Operations and Works Committee documenting the terms of reference for a parking strategy study in 1989.

F.06.04.02

Approved

See Recommendation OW-200-89 (D. Culham)

5. Report dated May 25, 1989, from the Commissioner of Public Works regarding a review of the traffic in Streetsville.

The Public Works Department is undertaking a traffic review of the Streetsville area in response to concerns over the intersection of Main Street and Queen Street and a request by the Streetsville B.I.A. to consider the closure of Main Street to vehicular traffic between Queen Street and Church Street. This report provides an update on this review and summarizes information to be presented to the public at an open house to be held from 4:00 p.m. to 8:00 p.m. on June 29, 1989 at the Kinsmen's Senior Citizen Centre (327 Queen Street South).

In response to traffic operational problems at the intersection of Main Street and Queen Street and concerns regarding the signalization of the intersection, a traffic review of the Streetsville area is being undertaken. As part of the review a number of options have been considered. Six of these options will be presented at an open house on June 29, 1989 from 4:00 p.m. to 8:00 p.m. at the Kinsmen's Senior Citizen Centre (327 Queen Street South) to solicit input from the public. Comments will also be solicited from the Streetsville B.I.A., the Streetsville Residents Association, the Streetsville Branch of the Royal Canadian Legion and the Streetsville Historical Society. After the open house is held and responses received, a further report will be submitted with recommendations.

RECOMMENDATION:

That the report dated May 25, 1989 from the Commissioner of Public Works, dealing with the Streetsville traffic review, be circulated to the Streetsville B.I.A., the Streetsville Residents Association, the Streetsville Branch of the Royal Canadian Legion and the Streetsville Historical Society and comments requested by July 31, 1989.

Mr. Martin Powell, Traffic and Transportation Division, reviewed the details of the report for the Committee's information.

Councillor Southorn recommended that a public meeting be held following the open house and after the summer season to provide a forum for those interested to relay their comments to Council on the matter.

Ms. Caplin, a member of the Streetsville B.I.A., noted that Options 6 and 7 were already ruled out by Staff and she felt that these options should be presented at the open house. Ms. Caplin also requested that Staff put dollar values to each of the options.

Councillor Southorn recommended that options 6 & 7 be included in the open house presentation and that a public meeting be held in September 1989 to provide for further public input.

F.06.04.02

Amended

See Recommendation OW-201-89 (T. Southorn)

6. Report dated May 26, 1989, from the Commissioner of Public Works regarding the implementation of parking prohibitions on major roadways in Mississauga.

The rapid development of industrial and residential areas has led to an increase in traffic volumes and on-street parking on many major roadways. These roadways were constructed to carry considerable volumes of traffic with minimal delays to motorists. An increasing number of motorists have been utilizing curb lanes as a parking location when patronizing local business. New industrial developments provide adequate on-site parking for customers and employees, and motorists park on the street for convenience. Parked vehicles on these streets create increased traffic congestion, delays and obstruct sight lines for motorists leaving driveways.

It is the opinion of the Public Works Department that on-street parking should be prohibited on the following streets:

STREET:

BETWEEN:

Argentia Road	Creditview Road and north limit of Argentia Road
Courtneypark Drive	Kennedy Road and Netherhart Road
Matheson Boulevard	McLaughlin Road and Tomken Road
Rathburn Road	Creditview Road and east limit of Rathburn Road

It is felt that this action is necessary to relieve congestion that is currently being created by parked vehicles and to prevent any further problems arising in the future.

In an effort to increase the levels of service and safety provided on Courtneypark Drive, Argentia Road, Matheson Boulevard and Rathburn Road, parking should be prohibited throughout the entire length of these streets. These prohibitions would eliminate existing parking conflicts and prevent future conflicts as development continues. This could be achieved with minimal inconvenience to motorists and/or residents.

On August 17, 1983, Council adopted the following recommendation of the Public Works Committee dated August 10, 1983.

- a) That future Servicing Agreements for residential plans of subdivisions involving the construction of walkways:
 - i) not require the construction of such walkways prior to the issuance of building permits for adjacent lots;
 - ii) require the developer to clearly sign the location of all such walkways within the concerned subdivision to the satisfaction of the Commissioner of Engineering and Works prior to the issuance of building permits;
 - iii) require a restriction to be placed on the title of lots adjacent to such walkways which would prohibit the transference of said lots to private homeowners until the walkway has been constructed to the satisfaction of the Commissioner of Engineering and Works, and the City Clerk has provided a release on title to said restriction once it has been complied with.
- b) That Financial Agreements or Lot Drainage and Occupancy Agreements for residential plans of subdivisions involving the construction of walkways, which have not reached final Engineering Submission Stage as of August 17, 1983, contain advisement to the owners and future owners of lots adjacent to walkways that they abut a walkway and of the above requirements in the Servicing Agreement.

Conditions "a (i)" "a (ii)" and "b" are being dealt with satisfactorily and have not created any concerns.

With respect to Item "a (iii)" which requires that a restriction be placed on the title of lots adjacent to the walkways prohibiting the transfer of the lots until the walkway has been constructed, there have been difficulties encountered. In some instances purchasers did not pursue the lifting of this restriction which resulted in problems in taking possession of their properties.

In addition, the continuous requests of lifting these restrictions from title has become an administrative problem with the City due to numerous restrictions that we are constantly being asked to lift.

This procedure was implemented as a result of homeowners purchasing and/or occupying their lots then finding a walkway being constructed beside them.

As the Financial Agreement for lots adjacent to walkways contains an advisement to the owner that a walkway is located adjacent to their property, we feel that the restriction is not warranted.

Since Warning Clauses are placed on title on lots adjacent to walkways advising the purchasers of the walkway location it is felt that a restriction which prohibits the transfer of these lots to private owners until the walkway has been constructed is not necessary.

RECOMMENDATION:

- (a) That the walkway construction policy as adopted by Council at its meeting of August 17, 1983 be rescinded.
- (b) That the following walkway construction policy be adopted for future residential plans of subdivision involving the construction of walkways:
 - (i) that the construction of such walkways not be required prior to the issuance of building permits for adjacent lots;
 - (ii) that the developer be required to clearly sign the location of such walkways within the concerned subdivision to the satisfaction of the Commissioner of Public Works prior to issuance of building permits.
- (c) That Financial Agreements for residential plans of subdivision involving the construction of walkways contain notice to the owners and future owners of lots adjacent to walkways that they abut a walkway and that this condition be included in Agreement of Purchase and Sale.

A.00.02.18

Approved

See Recommendation DW-207-89 (F. Dale)

12. Report dated May 24, 1989, from the Commissioner of Public Works regarding the Storm Sewer Use By-law.

New regulations under the Environmental Protection Act (Ontario) and the Water Resources Act contain tougher interpretations of liabilities and substantially increased penalties for violations of these Acts.

Municipalities are cited as being corporations that engage in activity that may result in the deposit, addition, emission or discharge of a contaminant into the natural environment contrary to these Acts, and have a duty to take all reasonable care to prevent such unlawful deposit, addition, emission or discharge.

In order to assist municipalities in this endeavour, the Ontario Ministry of the Environment has produced a Model Sewer Use By-Law (August 1988).

The current By-Law to regulate and govern discharges to storm sewers was passed by the Town of Mississauga on April 10, 1972 (Appendix 1 By-Law 9803). The Ministry's Model Sewer Use By-Law was used as a guide for amending the Mississauga By-Law. The revised by-law is enclosed as Appendix 2 of this report.

The current Mississauga By-Law governing the storm sewer system has become outdated in light of new legislation. It has been modified, following the Model Sewer Use By-Law published by the Ministry of the Environment. The revised By-Law is presented in Appendix 2 of this report.

RECOMMENDATION:

That a by-law be enacted to repeal By-law 9803 and amendments thereto and to regulate the construction, maintenance and operation of storm sewers and lateral connections, and the discharge of waters into the storm sewer system.

F.03.02

Approved

See Recommendation OW-208-89 (H. McCallion)

13. Report dated May 4, 1989, from the Commissioner of Public Works regarding permission to Enter and Construct Agreement to proceed with the construction of the intersection of Dundas Street East and Mattawa Avenue.

At the request of the City of Mississauga, Pajelle Investments Limited was required to prepare design plans for intersection works at Mattawa Avenue and Dundas Street East including the realignment of the driveways from The Brick (Hidden Cove Limited) and Midtown Furniture (Propelling Investments Limited) stores.

As the City wishes to complete the construction of the intersection of Mattawa Avenue and Dundas Street including the modification to the driveway and parking area of The Brick and Midtown Furniture stores within the approved time period between July 1, 1989 and August 31, 1989, it is necessary that the Permission to Enter and Construct Agreement between Propelling Investments Limited and Hidden Cove Holdings Limited and the Corporation of the City of Mississauga be finalized as soon as possible.

RECOMMENDATION:

That a by-law be passed authorizing the Mayor and City Clerk to execute the Permission to Enter and Construct Agreement with Propelling Investments Limited and Hidden Cove Holdings Limited to allow the City to proceed with the construction of the intersection works at Mattawa Avenue and Dundas Street East including the driveway relocations and parking lot modifications within The Brick and Midtown Furniture properties as specified on the approved plans.

T-80034

Approved

See Recommendation OW-209-89 (N. Iannicca)

14. Report dated May 26, 1989, from the Commissioner of Public Works regarding Plastics Recycling.

The Public Works Department implemented a pilot recycling project for mixed plastics on December 1, 1988. This project is to be extended City-wide as part of the curbside recycling program in August, 1989.

The MOE has advised that funding support is available through the on-going Municipal Funding program and that Mississauga should include the additional costs associated with mixed plastics recycling in the 1989-1990 funding request.

Public Works staff have researched potential purchasers for the scrap plastics that will be collected from the expanded curbside recycling program.

Sagres Metal and Plastics Limited has provided a proposal acceptable to staff and while their head office is in Langley, British Columbia, they are in the process of acquiring a building in the Mississauga area to receive and process the plastics for market.

RECOMMENDATION:

That the proposal from Sagres Metal and Plastics Limited to buy the City's scrap plastics for \$60.00 per tonne F.O.B. Laidlaw's yard, during the period August 14, 1989 through May 31, 1991, inclusive be accepted and that the necessary agreement be prepared by the Legal Department.

F.05.04.05

Approved

See Recommendation OW-210-89 (H. McCallion)

15. Report dated May 17, 1989, from the City Clerk regarding a Release and Abandonment of Easements, Testimony Investments Limited. The right-of-way easements were to serve as temporary turning circles until such time as the lands subject to the easements were to be developed by plans of subdivision.

RECOMMENDATION:

That a by-law be enacted to authorize execution of a Release and Abandonment of Easement in favour of Testimony Investments Limited (right-of-way easements described in Instrument No. LT701349 as parts 1, 2, 3 and 4 on Plan 43F-13538 - Webb Drive/Riel Drive/Macedonia Crescent).

M-777
M-893

Approved

See Recommendation OW-211-89 (H. McCallion)

16. Report dated May 10, 1989, from the City Clerk regarding the conveyance of a one foot reserve namely Block N on Registered Plan 878 for development with Plan T-85018(W), Magnolia Estates Residential Subdivision required as a condition of the Consolidated Planning Report.

RECOMMENDATION:

That a by-law be enacted to authorize execution of a Deed of Land in favour of Magnolia Management Corporation (Howard Lawrence) for a 0.30 m (1 ft.) Reserve described as Block N on Registered Plan 878 which said 0.30 m (1 ft.) Reserve is to be incorporated in to proposed Plan of Subdivision T-85018(W) (lands located on the east side of Winston Churchill Blvd./between Seaview Drive and Stockholm Road).

T-85018

Approved

See Recommendation OW-212-89 (F. Dale)

17.

Report 3-89 of the Traffic Safety Council meeting held on May 24, 1989.

With respect to the TSC-28-89 regarding the parking/stopping in front of schools, attached for the Committee's information is a copy of the report dated May 15, 1989, from the Commissioner of Public Works.

With respect to TSC-45-89 regarding the changing of the pedestrian barriers on the west side of Cawthra Road at the railway crossing south of Atwater Avenue, Councillor Kennedy requested that this be amended so that the Region of Peel Public Works Department would be notified of the change. The motion, as amended, was voted on and carried.

A.03.04.11.02

Amended

See Recommendation OW-217-89 to OW-236-89 (N. Iannicca)

18.

Letter dated May 5, 1989, from the Regional Clerk advising of the following resolution adopted by Regional Council on April 27, 1989:

'That the Chairman of the Public Works Committee, City of Mississauga staff and Ward Councillor be involved in the hiring process for the Consultants with respect to the review of the Refuse-Derived Fuel proposal by the St. Lawrence Cement Company.'

RECOMMENDATION:

That the Region of Peel be advised that Mr. D. Blyleven (Planning Department) will serve as the City of Mississauga staff appointment to the Committee involved in the hiring process for the consultants with respect to the review of the Refuse-Derived Fuel proposal by the St. Lawrence Cement Company.

F.05.04.05

Approved

See Recommendation OW-213-89 (F. Dale)

19. Letter dated May 14, 1989, from Mr. Michael H. Caine, Chairman, Mississauga Clean City Campaign, requesting that the City place a five year moratorium on the burning of garbage until such time as:

- the reduction of garbage problems has been addressed by all levels of Government;
- all recycling initiatives have been researched and initiated;
- the removal from the municipal waste stream of hazardous goods such as batteries, household solvents, etc. have been implemented.

RECOMMENDATION:

That the letter dated May 14, 1989, from Mr. Michael H. Caine, Chairman, Mississauga Clean City Campaign, requesting that the City place a five year moratorium on the burning of garbage be referred to the Region of Peel.

Committee Members discussed this issue in detail especially as it relates to what is currently being done by the Region and the efforts at recycling.

Councillor McKechnie recommended that the matter be referred back to Staff for a report clarifying the current procedure regarding the burning of waste in the Region.

F.08.05

Amended

See Recommendation OW-214-89 (F. McKechnie)

20. Letter dated May 15, 1989, the City of Guelph Clerk advising of a resolution passed by Guelph City Council on April 17, 1989, requesting that Bell Canada initiate a program to develop telephone directories which can be readily recycled; and that such initiative be developed in conjunction with the appropriate representatives of Provincial and Municipal recycling programs and of those industries directly involved in the processing and marketing of used paper fibre.

RECOMMENDATION:

That the City of Mississauga endorse the resolution passed by Guelph City Council on April 17, 1989, requesting that Bell Canada initiate a program to develop telephone directories which can be readily recycled; and that such initiative be developed in conjunction with the appropriate representatives of Provincial and Municipal recycling programs and of those industries directly involved in the processing and marketing of used paper fibre.

F.05.04.05

Approved

See Recommendation OW-215-89 (D. Culham)

21. Report dated June 5, 1989, from the Commissioner of Public Works in response to a request for an All-way Stop at Guildwood Way and Huntington Ridge Drive.

In response to this request, manual turning movement counts were conducted at this location in 1989 and the results of all-way stop warrant calculations derived from the a.m. plus p.m. peak traffic hours were averaged.

Since both parts 'A' and 'B' have fulfilled the minimum requirement of 100%, an all-way stop is warranted at this location.

Only one collision that would be considered correctable by the installation of an all-way stop has occurred at this location. Further, radar speed studies indicate that there is no serious speeding problem.

RECOMMENDATION:

That a by-law be enacted to amend By-law 444-79, as amended, to implement an all-way stop at the intersection of Guildwood Way and Huntington Ridge Drive.

F.06.04.05

Approved

See Recommendation OW-216-89 (F. Dale)

Recommendations:

As per Report 11-89

Adjournment:

3:15 p.m.

THE OPERATIONS AND WORKS COMMITTEE

JUNE 7, 1989

REPORT 11-89

TO: THE MAYOR AND MEMBERS OF COUNCIL

The Operations and Works Committee presents its eleventh report and recommends:

OW-197-89 That 684804 Ontario Limited be approved as the successful candidate from proposals received for Special Accessible Taxicab Service in the City and be issued six (6) Special Accessible Taxicab Licenses provided the applicant signs a declaration of agreement which will include the following conditions of issuance:

- (i) agree to provide proof of order and purchase of six (6) CSA approved accessible vehicles.
- (ii) agree to implement special accessible service within 90 days of issuance.
- (iii) agrees to provide authenticated proof from the manufacturer or deliverer, if delivery of vehicle is to be delayed.
- (iv) agrees the Special Accessible Taxicabs will have two (2) wheelchair tie down locations readily available for use.
- (v) agrees to comply with all requirements of an owner of Special Accessible Taxicabs as set out in By-Law #142-89, as amended.

L.08.04.05
(OW-197-89)

OW-198-89 That traffic signals not be installed at the intersection of Burnhamthorpe Road at Promontory Drive/Promontory Crescent at this time as the minimum Ministry of Transportation Ontario criteria for traffic signals are not met.

F.06.02.01
(OW-198-89)

OW-199-89 (a) That the following engineering consulting firms be retained to carry out development/transportation staging studies for the following planning districts:

- (i) McCormick Rankin, 60 Briarwood Avenue, Mississauga

-
- East Credit
 - Hurontario
 - Derry
 - Britannia West

(ii) Totten Sims Hubicki Associates, 1500 Hopkins Street, Whitby

- Lisgar
- Winston Churchill
- Central Erin Mills

(iii) CGL Consulting Engineering Ltd., 30 Centurion Drive, Markham

- Meadowvale North Business Park
- Meadowvale Village

(iv) M.M. Dillon, 47 Sheppard Avenue, Willowdale

- Airport South

- (b) That \$200,000 be transferred from the General Contingency Account to Public Works Current Budget Account No. 08630-18 to pay for the consulting services for the staging studies as per recommendation (a).
- (c) That the Interim Staging Guidelines contained in the report dated May 25, 1989, from the Commissioner of Public Works be adopted to provide a basis for identifying staging conditions for development applications that will be considered for approval prior to the completion of the proposed staging studies referred to in recommendation (a).
- (d) That the policy of inviting proposals for consulting services be waived for the consulting assignments.
- (e) That the Interim Staging Guidelines contained in the report dated May 25, 1989, from the Commissioner of Public Works not apply to and draft plan approval be withheld for the following planning districts pending the recommendations of the development/transportation staging studies:
- Winston Churchill
 - Lisgar
 - Meadowvale Village
 - Meadowvale North Business Park

D.01.02
(OW-199-89)

June 7, 1989

- OW-200-89 (a) That a by-law be enacted to amend By-law 444-79, as amended, to implement a parking meter rate increase from 20¢ to 50¢ per hour with a two hour maximum;
- (b) That the budgets for parking meter equipment (account #08236-22-5342) and parking meter revenue (account #08236-99-5342) be increased by \$35,000 and \$28,000 respectively to reflect the meter mechanism conversion costs and the additional 1989 revenue collections;
- (c) That \$8000 be allocated from the General Contingency to provide for the net 1989 cost of the parking meter rate increase;
- (d) That a by-law be enacted to amend By-law 444-79, as amended, to implement the installation of four new parking meters on the east side of Elizabeth Street, north of Lakeshore Road;
- (e) That \$2,000 be allocated from the General Contingency to account #08236-22-5342 to provide for the purpose of four new parking meters for Elizabeth Street;
- (f) That parking meters not be installed in the Cayuga Avenue parking lot until such time that studies indicate meter utilization would cover the cost of meter purchase, maintenance and collection;
- (g) That the Public Works Department further evaluate the feasibility of installing ticket splitters or contracting attendant parking services in the Elmwood Avenue and High Street/Library parking lots and report back to the Operation and Works Committee at a later date;
- (h) That illuminated green 'P' parking symbols not be implemented in Port Credit due to concerns associated with cost, maintenance and vandalism;
- (i) That a by-law be enacted to amend By-law 444-79, as amended to implement a parking prohibition between the hours of 2:00 a.m. and 6:00 a.m. on Lakeshore Road, within the limits of the Port Credit Business Improvement Association District;
- (j) That parking enforcement efforts, particularly pertaining to overnight parking on Lakeshore Road, be increased;
- (k) That the Public Works Department prepare a report for the Operations and Works Committee documenting the terms of reference for a parking strategy study in 1989.

F.06.04.02
(OW-200-89)

OW-201-89 That the report dated May 25, 1989 from the Commissioner of Public Works, dealing with the Streetsville traffic review, be circulated to the Streetsville B.I.A., the Streetsville Residents Association, the Streetsville Branch of the Royal Canadian Legion and the Streetsville Historical Society and comments requested by July 31, 1989 on the understanding that all Options including 6 and 7 will be presented to the public for input and that a public meeting will be held in September 1989 to provide a forum for further public input.

F.06.04.02
(OW-201-89)

OW-202-89 That a by-law be enacted to amend By-law 444-79, as amended, to implement parking prohibitions at anytime on both sides of the following roadways:

STREET:

BETWEEN

Argentia Road

Creditview Road and north limit of Argentia Road

Courtneypark Drive

Kennedy Road and Netherhart Road

Matheson Boulevard

McLaughlin Road and Tomken Road

F.06.04.02
(OW-202-89)

OW-203-89 That a by-law be enacted authorizing the execution of the Agreement with McCormick Rankin and Associates Limited for the planning study of the Mississauga City Centre Busway and Terminal, with an upset limit of \$151,000, as contained in Appendix 1 of the report dated April 18, 1989, from the Commissioner of Public Works.

A.02.03.02.18
(OW-203-89)

- OW-204-89 (a) That the City of Mississauga assume the municipal works as constructed by the developer under the terms of the Servicing Agreement for Sandalwood 1 Residential Subdivision, Plan M-586, located south of Eglinton Avenue East and east of Central Parkway East.
- (b) That the City Treasurer be authorized to return the Letter of Credit for Plan M-586 currently valued at \$255,098.85, to the developer, 400556 Ontario Limited.
- (c) That a by-law be enacted to establish the road allowance within Plan M-586 as public highway and part of the municipal system of the City of Mississauga.

M-0586
(OW-204-89)

- OW-205-89 (a) That the City of Mississauga assume the municipal works as constructed by the developer under the terms of the Servicing Agreement for Adwel Construction Subdivision, Plan 43M-624, located north of Burnhamthorpe Road and east of Cawthra Road.
- (b) That the City Treasurer be authorized to return the Letter of Credit for Plan 43M-624 currently valued at \$139,645.79, to the developer, 605918 Ontario Limited c.o.b. as Adwel Developments.
- (c) That a by-law be enacted to establish the road allowance within Plan 43M-624 as public highway and part of the municipal system of the City of Mississauga.

M-0624
(OW-205-89)

- OW-206-89 (a) That the City of Mississauga assume the municipal works as constructed by the developer under the terms of the Engineering Agreement for Cawthra Industrial Estates, Phase II, Plan 43R-7872, formerly Plan 43R-7702, located south of Dundas Street East and west of Cawthra Road.
- (b) That the City Treasurer be authorized to return the Letter of Credits for Plan 43R-7872, formerly Plan 43R-7702, currently valued at \$38,198.92 and \$3,500.00, to the developer, Everlast Construction Company Limited.

B.01.08
(OW-206-89)

- OW-207-89 (a) That the walkway construction policy as adopted by Council at its meeting of August 17, 1983 be rescinded.
- (b) That the following walkway construction policy be adopted for future residential plans of subdivision involving the construction of walkways:
- (i) that the construction of such walkways not be required prior to the issuance of building permits for adjacent lots;
 - (ii) that the developer be required to clearly sign the location of such walkways within the concerned subdivision to the satisfaction of the Commissioner of Public Works prior to issuance of building permits.
- (c) That Financial Agreements for residential plans of subdivision involving the construction of walkways contain notice to the owners and future owners of lots adjacent to walkways that they abut a walkway and that this condition be included in Agreement of Purchase and Sale.

A.00.02.18
(OW-207-89)

- OW-208-89 That a by-law be enacted to repeal By-law 9803 and amendments thereto and to regulate the construction, maintenance and operation of storm sewers and lateral connections, and the discharge of waters into the storm sewer system.

F.03.02
(OW-208-89)

- OW-209-89 That a by-law be passed authorizing the Mayor and City Clerk to execute the Permission to Enter and Construct Agreement with Propelling Investments Limited and Hidden Cove Holdings Limited to allow the City to proceed with the construction of the intersection works at Mattawa Avenue and Dundas Street East including the driveway relocations and parking lot modifications within The Brick and Midtown Furniture properties as specified on the approved plans.

T-80034
(OW-209-89)

- OW-210-89 That the proposal from Sagres Metal and Plastics Limited to buy the City's scrap plastics for \$60.00 per tonne F.O.B. Laidlaw's yard, during the period August 14, 1989 through May 31, 1991, inclusive be accepted and that the necessary agreement be prepared by the Legal Department.

F.05.04.05
(OW-210-89)

- OW-211-89 That a by-law be enacted to authorize execution of a Release and Abandonment of Easement in favour of Testimony Investments Limited (right-of-way easements described in Instrument No. LT701349 as parts 1, 2, 3 and 4 on Plan 43F-13538 - Webb Drive/Riel Drive/Macedonia Crescent).

M-777
M-893
(OW-211-89)

- OW-212-89 That a by-law be enacted to authorize execution of a Deed of Land in favour of Magnolia Management Corporation (Howard Lawrence) for a 0.30 m (1 ft.) Reserve described as Block N on Registered Plan 878 which said 0.30 m (1 ft.) Reserve is to be incorporated in to proposed Plan of Subdivision T-85018(W) (lands located on the east side of Winston Churchill Blvd./between Seaview Drive and Stockholm Road).

T-85018
(OW-212-89)

OW-213-89 That the Region of Peel be advised that Mr. D. Blyleven (Planning Department) will serve as the City of Mississauga staff appointment to the Committee involved in the hiring process for the consultants with respect to the review of the Refuse-Derived Fuel proposal by the St. Lawrence Cement Company.

F.05.04.05
(OW-213-89)

OW-214-89 That the letter dated May 14, 1989, from Mr. Michael H. Caine, Chairman, Mississauga Clean City Campaign, requesting that the City place a five year moratorium on the burning of garbage be referred back to Staff for a report to the next Operations and Works Committee meeting scheduled for June 21, 1989.

F.08.05
(OW-214-89)

OW-215-89 That the City of Mississauga endorse the resolution passed by Guelph City Council on April 17, 1989, requesting that Bell Canada initiate a program to develop telephone directories which can be readily recycled; and that such initiative be developed in conjunction with the appropriate representatives of Provincial and Municipal recycling programs and of those industries directly involved in the processing and marketing of used paper fibre.

F.05.04.05
(OW-215-89)

OW-216-89 That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to implement an all-way stop at the intersection of Huntington Ridge Drive and Guildwood Way.

F.06.04.05
(OW-216-89)

OW-217-89 (a) That the Peel Board of Education and the Dufferin Peel Roman Catholic Separate School Board revise existing policy/practice to permit, where feasible, the usage of the school site by buses and/or parents, in consideration of the overall safety of the children both on and off the school site;

(b) That the Peel Board of Education and the Dufferin Peel Roman Catholic Separate School Board consider the feasibility of providing a staff member to meet young school children at the school site, to eliminate the need for parental delivery to the school door, thus increasing vehicular turnover at the school site;

- (c) That the Public Works Department, in cooperation with the Peel Regional Police and Peel Board of Education and Dufferin Peel Roman Catholic Separate School Board staff, continue to review operational difficulties on a school by school basis, and implement corrective measures as deemed necessary, including the relocation of on-street bus loading zones to the school site, where feasible;
- (d) That the Public Affairs Department with the assistance of the Public Works Department, the Peel Board of Education, the Dufferin Peel Roman Catholic Separate School Board, and the Peel Regional Police, implement a school educational awareness program to enlighten parents, students and the general public of the congestion at school sites, and their respective contributions necessary to reduce this problem;
- (e) That the Peel Board of Education and the Dufferin Peel Roman Catholic Separate School Board be requested to expand the size of future school sites in order to incorporate on-site facilities for buses and parents, and approach the Provincial Government for the associated funding;
- (f) That the City of Mississauga through the planning process, consider the objective of locating future school sites on lower classification roadways adjacent to parklands, to provide for additional parking area, with the addition of lay-bys across the school frontage for the purpose of a drop-off area/school bus zone.
- (g) That through the planning process, the Peel Board of Education and the Dufferin Peel Roman Catholic Separate School Board take into consideration the proximity of separate and public schools, and the problems caused by such proximity.

F.06.03.06
(TSC-3-28-89)

OW-218-89 That steps not be erected at the pedestrian overpasses at Winston Churchill Boulevard north of Britannia Road; Derry Road west of Copenhagen Road; Aquitaine Avenue west of Edenwood Drive; Battleford Road west of Edenwood Drive; and Central Parkway East south of Bloor Street, in view of the high construction costs and general lack of pedestrian usage.

F.06.03.04.A
(TSC-3-29-89)

OW-219-89 That the Dufferin-Peel Roman Catholic Separate School Board review the current busing situation at St. Sofia Separate School, in order to determine the feasibility of scheduling their buses to arrive in two groups, to eliminate the on-street parking of school buses in the area of the St. Sofia Separate School frontage, 3540 Havenwood Drive.

F.06.03.06
F.06.04.13
(TSC-3-30-89)

OW-220-89 That a by-law be enacted to amend By-law 444-79, as amended, to implement a 40 km/h speed zone on The Gallops, between a point 200 metres north of The Chase (east intersection), and a point 200 metres north of The Chase (west intersection).

F.06.04.10
(TSC-3-31-89)

OW-221-89 That a by-law be enacted to amend By-law 444-79, as amended, to include the addition of a school bus loading zone on Havenwood Drive in front of Havenwood Elementary School, between a point 200 metres north of the north limit of Fieldgate Drive, and a point 30 metres northerly thereof.

F.06.04.13
(TSC-3-32-89)

OW-222-89 That a Subcommittee of the Traffic Safety Council composed of Mrs. Gail Green, Councillor Frank Dale and Mr. Greg Dell develop recommendations to the Traffic Safety Council regarding a policy for the implementation of 40 km/h speed zones in front of schools, and for the installation of school area signs.

F.06.04.10
(TSC-3-33-89)

OW-223-89 (a) That the May 16, 1989, report from William P. Taylor, Commissioner of Public Works, to the Traffic Safety Council on May 24, 1989, regarding School Crossings, be referred back to Public Works staff for a report to the Traffic Safety Council on how the matter of school crossing signs and roadway markings is handled in other municipalities

(b) That the Public Works Department report to the Traffic Safety Council regarding the status of painting lines and signing of new school crossings, including the availability of a crossing guard.

F.06.03.07
(TSC-3-34-89)

OW-224-89 That consideration by the Traffic Safety Council, of the report dated May 10, 1989 from the Commissioner of Public Works, dealing with the conversion of 72-hour to 12-hour on-street parking, and its impact on the school industry, be deferred, pending a Council decision with regard to this matter.

F.06.04.02
(TSC-3-35-89)

OW-225-89 That the letter dated April 29, 1989, from Deputy Chief of Operations James Bertram, Peel Regional Police, regarding the 1989 Bicycle Safety Skills Programme, be received for information.

F.06.03.05
(TSC-3-36-89)

- OW-226-89 (a) That a School Crossing be established at the west part of the intersection of McLaughlin Road and Eglinton Avenue, to accommodate children on North West section.
- (b) That children on the North East corner of McLaughlin Road and Eglinton Avenue be directed to cross the road at the corner of Heritage Hills Blvd. & Eglinton Avenue.
- (c) That upon availability of hiring, two Crossing Guards be placed at the intersection of McLaughlin Road and Eglinton Avenue, due to heavy traffic volumes.
- (d) That a pad be placed at the south west corner of McLaughlin Road & Eglinton Avenue adjacent to the bus stop.
- (e) That consideration be given to reducing the speed from 60 km in the area of Eglinton Avenue and McLaughlin Road.
- (f) That consideration be given to having the Crossing Guard work from 8:30 am to 9 am to avoid peak traffic times.
- (g) That School Crossing signs be posted in the area of McLaughlin Road and Eglinton Avenue.
- (h) That the area of McLaughlin Road and Eglinton Avenue be reviewed when school opens in September 1989.

F.06.03.02
(TSC-3-37-89)

- OW-227-89 That the letter dated April 26, 1989, from Lee Procter, Transportation West, Canada Post Corporation, regarding the street letter box located near the intersection of Perran Drive and Thorn Lodge Drive, in the area of Sheridan Park Public School, be received for information.

F.06.03.06
(TSC-3-38-89)

- OW-228-89 That a pedestrian safety barrier not be installed on the Dixie Road bridge, crossing the Queen Elizabeth Way.

F.06.03.02
(TSC-3-39-89)

- OW-229-89 (a) That upon availability of hiring, a temporary crossing guard be placed at the intersection of Willow Way and River Grove Avenue, when Willow Way Public School opens.
- (b) That the intersection of Willow Way and River Grove Avenue be re-inspected when Willow Way Public School opens, to determine if the Crossing Guard is warranted.

F.06.03.02
(TSC-3-40-89)

- OW-230-89 (a) That an additional Crossing Guard not be placed at Paisley Blvd. and Confederation Parkway.
- (b) That Paisley Blvd. and Confederation Parkway be reviewed after traffic lights have been installed.
- (c) That due to traffic volumes, traffic lights approved for Paisley Blvd at Confederation Parkway be installed as soon as possible.

F.06.03.02
(TSC-3-41-89)

- OW-231-89 (a) That an entrance to Bishop Scalabrini Separate School, 225 Central Parkway West, be established at the east driveway to the school, and that directional arrows be posted.
- (b) That "STAFF PARKING ONLY" signs be posted at the entrance to Bishop Scalabrini Separate School.
- (c) That an exit to Bishop Scalabrini Separate School be established at the west driveway to the school, and that directional arrows be posted.
- (d) That "NO STOPPING" signs be posted on the north side of Central Parkway, between the two driveways to Bishop Scalabrini Separate School.
- (e) That school zone, and appropriate speed signs be erected on Central Parkway, in the vicinity of Bishop Scalabrini Separate School.
- (f) That the Principal of Bishop Scalabrini Separate School be requested to:
- (a) inform parents of the changes to parking provisions, and requested to consider implementing a Walk-A-Block program.
- (b) continue loading and unloading the school buses at the present location on Bishop Scalabrini Separate School property.
- (g) That the area of Bishop Scalabrini Separate School, 225 Central Parkway be re-inspected in September 1989.

F.06.03.02
(TSC-3-42-89)

June 7, 1989

- OW-232-89 (a) That the underpass north of St. Clare School, 4140 Glen Erin Drive be cleaned up, and that lights be installed.
- (b) That a sign indicating an underpass, be erected at the north east corner of Rolling Valley Drive and Glen Erin Drive.
- (c) That this intersection be reviewed again when Glen Erin Drive, over Highway 403 is opened.
- (d) That when Glen Erin Drive over Highway 403 is opened, the Public Works Department review the area of St. Clare Separate School, to determine if traffic lights or a 4-way stop is warranted.
- (e) That the 50 km sign located at the underpass on the west side of Glen Erin Drive be moved farther north.
- (f) That the Public Works Department review the parking provisions north of the underpass on Glen Erin Drive, to determine necessary changes to improve the sight lines.

F.06.03.02
(TSC-3-43-89)

- OW-233-89 That no action be taken with regard to the request for a pedestrian safety barrier on the Credit River Bridge on Bristol Road.

F.06.03.03
F.06.03.05
(TSC-3-44-89)

- OW-234-89 That the horizontal section of the pedestrian barrier on the west side of Cawthra Road, at the railway crossing south of Atwater Avenue, be changed to a vertical barrier, to match the other vertical barriers at that location at that the Region of Peel Public Works Department be so advised.

F.06.03.03
F.06.03.05
(TSC-3-45-89)

- OW-235-89 (a) That the white lines recommended in the fall of 1988 for Millers Grove Junior Public School, 6325 Miller's Grove, be put in immediately.
- (b) That the west side of Miller's Grove in front of Miller's Grove Junior Public School be signed "NO STOPPING" 8:00 am to 5:00 pm, Monday to Friday.
- (c) That "SCHOOL AREA" signs be posted on the east side of Miller's Grove, 30-40 feet north of Tours Road, and on the west side of Miller's Grove, just north of McCarron Cres.

F.06.03.02
(TSC-3-46-89)

OW-236-89 That a site inspection be carried out at Ashgrove Public School, 3215 Thorncrest Road, and the findings reported directly to City Council in order that the School Principal may be notified of the recommendations prior to school closing in June.

F.06.03.02
(TSC-3-47-89)